

The Autocar

FOUNDED 1895

1/-



A typical Australian country scene near Melbourne

All that's best from Britain . . .

Beyond her great cities lies Australia's rolling 'outback' where roads stretch to the horizon and the going is often tough.... a stern test for any car. That is why the Standard Vanguard makes such an appeal in this country of ranchers and farmers. Built by the finest engineering craftsmen, tested under the most arduous conditions, here is a car that truly represents in every detail of its design 'all that's best from Britain.'

Manufactured by THE STANDARD MOTOR CO. LTD., COVENTRY, ENGLAND
London: 37, Davies Street, Grosvenor Square, W.1. Telephone: Mayfair 5011



STANDARD CARS • TRIUMPH CARS • STANDARD COMMERCIAL VEHICLES • FERGUSON TRACTORS



wherever you motor

GIRLING

THE BEST BRAKES IN THE WORLD

SERVICE*

provided by your

LOCAL GIRLING SERVICE AGENT

will keep your car or commercial vehicle

WAY OUT AHEAD

* FACTORY LINED REPLACEMENT BRAKE SHOES

REPLACEMENT DAMPERS

HYDRAULIC SPARES Rubber seals, Hoses, Master and Wheel Cylinders

GENUINE GIRLING SPARES factory trained personnel to fit them efficiently

GIRLING LIMITED
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NOW MORE THAN EVER

your engine
needs

Carburol

THE UPPER CYLINDER LUBRICANT PLUS

WHATEVER GRADE OF PETROL you use, your engine needs Carburol because every engine needs upper cylinder lubrication to prevent 'Dry-Zone' and excessive cylinder wear.

If you are going over to the new branded petros you will find Carburol more valuable than ever before.

This is because one of the PLUS features of Carburol is a lubricant that maintains a continuous oil-film at all temperatures. The result is that your upper cylinder is protected against dry friction when starting from cold and your valves are protected from pitting and burning out under heat-stress at top engine temperatures.

Carburol also fights carbon—one of your engine's chief enemies. It contains a constituent that retards formation of carbon and softens existing deposits. Not only does this save you money on decokes—it also preserves

an efficient gas-seal between valve-face and seat; you get better compression, less fuel-wastage. So, whatever your brand, say "Carburol and . . ."

**1. CARBUROL CUTS DOWN
TOP CYLINDER WEAR**

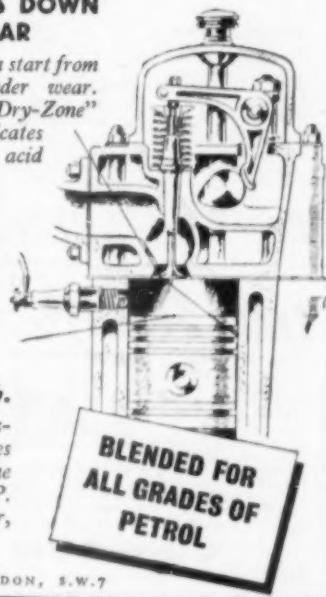
Dry friction each time you start from cold causes most cylinder wear. Carburol lubricates this "Dry-Zone"—protects valves, lubricates valve-guides, inhibits acid corrosion.

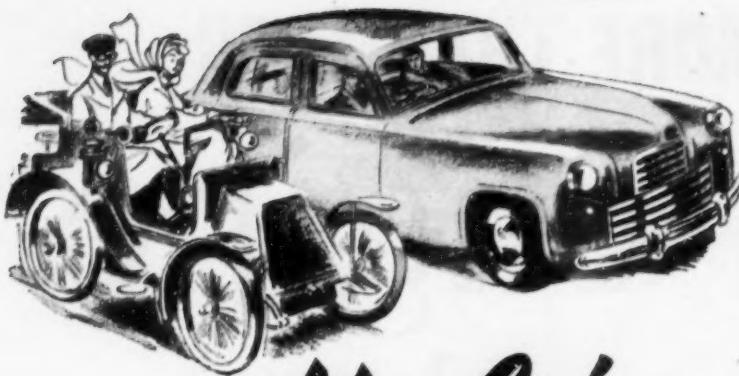
**2. LESS DECOKES—
LIVELIER ENGINE**

Carburol minimises carbon formation—softens and reduces hard carbon deposits. Anti-detonant reduces pinking.

3. MAXIMUM M.P.G.

Carburol raises the combustion efficiency of all grades of petrol, reduces engine friction, gives higher B.H.P.—this means more power, maximum M.P.G.





Holt's

HAVE THE ANSWER

WORN ENGINE

Burning Oil?

PISTON SEAL compensates wear by forming a self-lubricating seal in between piston and cylinder. Reduces oil consumption, restores compression. Installed in 30 minutes. PISTON SEAL is an interim treatment, endorsed by the entire Motoring Press and gives up to 10,000 miles 'new car' performance.

Holt's PISTON SEAL

Up to 12 h.p. 1/- Over 12 h.p. 25/-
For Motor Cycles 8/-

Boiling Up?

Get overheating under control! Clear choked radiators and scaled-up cooling systems with RADFLUSH, which spring-cleans the system easily, a triple action way! The exclusive RADFLUSH Inhibitor protects all metals, including aluminium, during cleansing. Avoid pinking, warped valves and seized rings.

Holt's RADFLUSH

Complete Treatment 8/-

Leaky Silencer?

Gun-Gum Plastic Compound mends broken, noisy silencers in a few minutes. No special tools required. No laying up. No dismantling. Stop the noise and dangerous gases with GUN-GUM that sets like a weld withstand heat, pressure and vibration. It's a finger and thumb repair, but it's permanent!

Holt's GUN-GUM

Junior Size 3/-

EASY TO APPLY AS PUTTY

LOY PLASTIC METAL

Permanently repairs

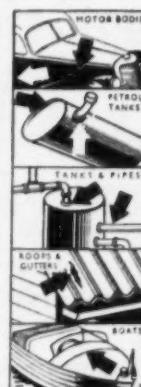
DENTED, HOLED, RUSTED METAL

LOY repairs permanently all damaged metal-work in car bodies and wings, pipes, tanks, etc. Applied like putty, adheres permanently, moulds to shape, can be filed, drilled and tapped. Water, oil- and petrol-proof. Rebuild weak and rusted metal with LOY Sheetings as a base for LOY Metal. LOY Solvent is used to thin LOY Metal and to soften LOY Sheetings. A LOY repair is undetectable and outlasts the repaired part!

LOY

PLASTIC METAL

LOY HANDY KIT Containing LOY Metal, Solvent, Sheetings 8/-

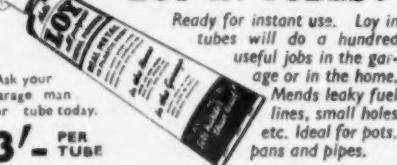


LOY METAL Handy 4/- Major 25/-

SOLVENT - Handy 2/- Minor 4/- Major 8/-

Sheeting - Handy 3/- Minor 9/- Major 17/-

LOY IN TUBES!



Ready for instant use. Loy in tubes will do a hundred useful jobs in the garage or in the home. Mends leaky fuel lines, small holes etc. Ideal for pots, pans and pipes.

3/- PER TUBE

Leaky Radiator?

A repair in 5 minutes while you drive! Simply pour in RADWELD—it forms a permanent repair unaffected by high temperatures, water pressures or anti-freeze. No danger of clogging—contains no ordinary powders or corrosives. RADWELD IS DIFFERENT! Beats leaky radiator troubles safely and surely.

Holt's RADWELD

For cars 3/- For trucks 6/-



Cracked Block?

There's nothing simpler than WONDARWELD for repairing internal and outside cracks in cylinders. No dismantling—you simply pour it in, the result is a PERMANENT repair withstand vibration, heat and pressure. Installed in 30 minutes. WONDARWELD is endorsed by the entire Motoring Press.

WONDARWELD

1-pint 8/- 1 pint 15/- Quart 25/-
Use 1-pt. to every 3-gall. of water capacity



Wipe out Mist!

ON WINDSCREENS,
MIRRORS, GLASS,
WINDOWS, ETC



The FOGOFF Anti-Mist CLOTH stays effective for months—removes dirt and dust and prevents steaming up for long periods. Easily renewed with Liquid FOGOFF. Get a FOGOFF Cloth now and avoid danger.

Holt's FOGOFF ANTI-MIST CLOTH 2/- also Liquid Fogoff 2/- per tin

Seal out Condensation

Starting difficulties are caused by damp and condensation. Start at a touch every time by using AQUA-TECT. Brushed on spark plug and ignition, dries instantly forming a strong, pliable, waterproof coating that will neither break, chip nor peel, prevents shorting, lasts a whole season.

Holt's AQUA-TECT

Small Size 4/- Large Size 8/-



WHEREVER YOU SEE THIS

—you will find the answer to your motoring problems. Your Official Holt's Stockist is ready to serve and advise you. He knows Holt's products and values his reputation too much to try to sell you anything that's 'just as good.'



Send for details of these and other Holt tested products to: DOUGLAS HOLT (EST. 1919) LTD (Dept. AC69), 5-6 EAGLE STREET HOLBORN LONDON WC1 Phone: HOLborn 4891/2

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to the Late King George VI*

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AND DISTRIBUTORS OF LANCHESTER CARS**

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on Rolls-Royce Silver Wraith, 1400
MILES ONLY. | 4 1949 Hooper Sports Saloon on
Rolls-Royce Silver Wraith. | 8 1950 Sports Saloon on 2½-litre
Daimler. |
| 2 1949 Hooper 7-seater Limousine
on Rolls-Royce Silver Wraith. | 5 1939 Hooper 7-seater Limousine
Rolls-Royce Wraith. | 9 1951 Hooper 4-door Sports Saloon
on Bentley. |
| 3 1949 Hooper Touring Limousine
on Rolls-Royce Silver Wraith. | 6 1951 Hooper Express Saloon on
Special Series 2½-litre Daimler. | 10 1950 Standard Saloon on Bentley |
| | 7 1951 Consort Saloon on Daimler. | 11 1938 4-door Sports Saloon on
Bentley. |

HOOPER & CO
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54 ST JAMES'S STREET • LONDON • SW1 • REGENT 3242

TYRE INSPECTION



-THE Inside STORY

There's only one sure way to avoid tyre trouble and make tyres last longer — it's regular inspection. Small damage and defects in tyres, if left undiscovered, may result in major damage — without warning. Ask your local Bowes Seal-Fast dealer to examine your tyres on the Bowes Seal-Fast Patent Combined Tyre Spreader, Inspection and Repair Bench, which enables him to examine every inch of the inside and outside of your tyres. Remember — "it takes two holes to make a puncture — one in the tube and one in the cover." Both can be repaired easily and quickly by the Bowes Seal-Fast process—making a strong, flexible, permanent repair which becomes part of the tyre itself. Be sure to ask for Bowes Seal-Fast!

Look out for the BOWES SEAL-FAST Sign-

When cleaning and polishing ask for Bowes Traffic Film Cleaner, Processed Wax Polish, Auto Top Finish, etc. For radiators, ask for Bowes Radiator Cleanser and Repair Compound.

Garages throughout the country stock BOWES products. In case of real difficulty, write to us for the name of your nearest stockist.

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**M.P.G. increased
between 10% & 30%**

SIMPLY BY **VOKES** DISTRIBUTION FITTING A **GASMASTER** RECTIFIER

(Patent No. 408963)

Not the makers—but actual users—report increases of between 10 and 30 per cent. in mileage per gallon after fitting the VOKES Gasmaster. Nor is that all! The VOKES Gasmaster Distribution Rectifier has a remarkable effect upon engine performance. It brings smoother running at all engine speeds . . . increased acceleration . . . easier starting from cold with less choke. This is a scientifically designed accessory, perfected after years of research, available for British and American cars. It can be fitted in a few minutes. No maintenance worries—nothing to replace during use.

WHAT IT DOES

The patented construction of the Gasmaster corrects the mixture flow and ensures complete vaporisation. The VOKES Gasmaster Distribution Rectifier is fitted in a few minutes between the carburettor and induction flanges. It is a sound engineering job, made of specially selected non-corrodible materials, strong and robust with no moving parts—moreover it lasts the life of the car.

Owing to increased demand Price for all models 14/-.

Read these Users' Opinions:

" . . . Acceleration improved, performance was stepped up and I found I was getting up to 30 per cent. more miles per gallon."

Mr. H.J. of Wallington.

"Before fitting your Rectifiers, the best we could get was between 22 and 23 m.p.g., so that a 20 per cent. improvement has been obtained . . ."

Mr. R.W.L. of Somerset.

"Having used one of your Rectifiers on an Austin 10 with great success in my Hire Business, I have improved my petrol consumption from 29 to 35 m.p.g."

Mr. D.A.L. of Beckenham.

COUPON

To : Vokes Limited (Motor Accessory Dept. AC), Guildford, Surrey.
Please send me a Vokes Gasmaster Distribution Rectifier for the following vehicle(s).

Make H.P. Year

I enclose Postal Order, Cheque, value.....

NAME

ADDRESS



Contrary to popular opinion if a car belches quantities of acrid blue smoke, the
★ remedy is not to provide gas masks for the passengers but to have the engine over-
hauled by Laystall, and fitted with Cromard liners ! ★

Highlights of Laystall Service

CRANKSHAFT RE-GRINDING

Do you appreciate that Laystall, who have made crankshafts for over forty years, have facilities in London and Liverpool for Re-grinding Your Crankshaft(s), including crack-testing and balancing.

CYLINDER BORING AND LINERING

Similar facilities exist for this work, including the pressure testing of cylinder blocks for cracks, and expert Welding Repairs when necessary. Have CROMARD, the 100,000 mile cylinder liners fitted to your engine(s) by the actual makers of these liners.

ROAD SPRING REPAIRS

(Especially heavy vehicles). Springs set up, rebuilt and matched for load by North Country Craftsmen—in London (only).

COLLECTION AND DELIVERY

Vans cover a radius of 20 miles around London, and from Liverpool the areas of Lancashire, Cheshire and North Wales.

LAYSTALL ENGINEERING CO., LTD.

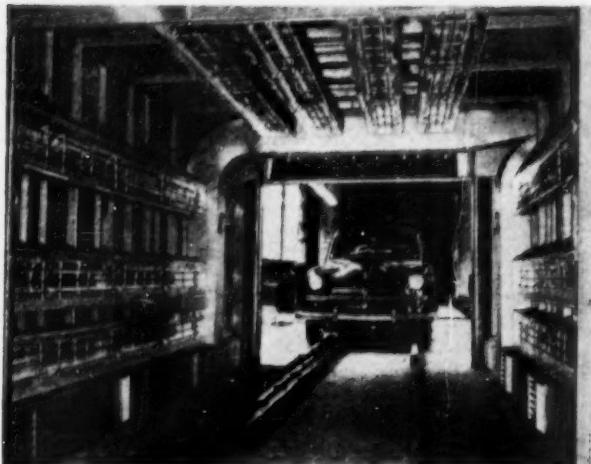
Head Office : 53, Great Suffolk Street, London, S.E.1.

Tel. : WATerloo 6141

Northern Branch : 63, St. Anne Street, Liverpool.

Tel. : Liverpool North 0178

Metrovick Infra-Red speeds the cars . . .

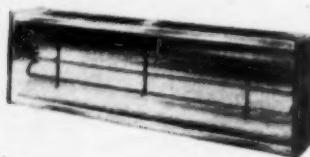


'Our Heating Element Department will be glad to discuss your heating problems, and the demonstration rooms at Trafford Park, Manchester and 132/135 Long Acre, London are open for inspection and the actual testing of samples.'

Send for Descriptive leaflet 703/7-1

VAUXHALL MOTORS LIMITED have recently installed at their Luton factory four Metrovick Infra-Red ovens, arranged as two pairs. The first oven dries moisture off the car after water spraying and takes only FOUR MINUTES; the second oven dries any spotting of cellulose paint necessary before the finished car leaves the factory. The drying time in this oven is about THREE MINUTES.

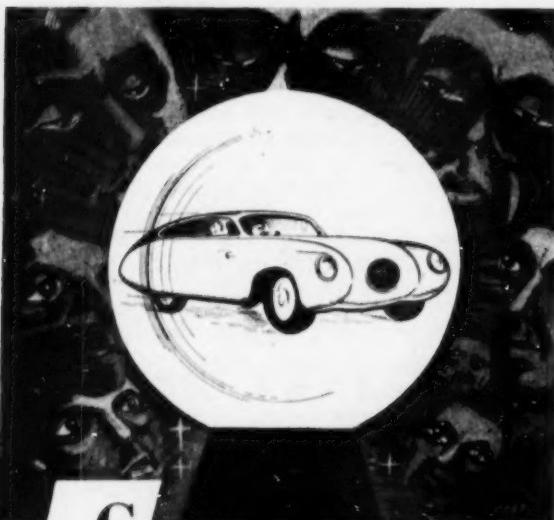
The basic element projector, shown below, is made in standard sizes, 18 in. 24 in. and 36 in. long, and special lengths can be supplied. The source of radiant heat is the Metrovick tubular-sheathed heating element, an industrial adaptation of the successful "Redring" domestic element.



METROPOLITAN-VICKERS ELECTRICAL CO. LTD., TRAFFORD PARK, MANCHESTER 17
Member of the A.E.I. group of companies

METROVICK Infra-Red equipment turns hours into minutes

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Progressive metal pre-treatments . . . Jenolite laboratories are constantly developing individual processes to provide the most efficient answer to specific problems of RUST REMOVING, PAINT KEYING, RUST PREVENTING, DEGREASING, SURFACE TREATMENT AND FINISHING.

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RUST-PROOFED
WITH

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Covent Garden, W.C.2.
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Claude Rye LTD

NEW BALL, ROLLER & THRUST BEARINGS
Over 750,000, all sizes
In stock.

ANTI-DAZZLE GLASSES
Scientifically developed Dazzle-free glasses. Embodiment of modern coated half-moons at the top to reflect glare of oncoming headlamps. In addition, darkened lower portion of lenses act as a filter, giving clear vision. Gold-plated frames, reinforced bridge, hinged joints with bridge and toggle pads. Post & Pkg. 1/-.

NEW UNIVERSAL RADIATOR HEATERS
Burns eight days with one charge. Blue enamel, complete with witter and spare wicks. Post & Pkg. 19/6

NEW SPOT LAMP
200 - yard beam. Very strongly constructed. Mirror reflector. 35 in. lens. Stiff chrome plated black and chrome. Complete with flex and bulb. Post & Pkg. 25/6

NEW 75W HEADLAMPS
Illuminated in high gloss black enamel, stippled glass, single pole with cable. Post & Pkg. 2/- Bulbs, 5 or 12 volts, 1.0 each.

NEW HAND LEVER GREASE GUN
For use with Heavy Body Lubricants. A very sturdy Gun, will force grease through stubber tips. Present value 50/-, Our Price 29/6
Post & Pkg. 2/-

NEW ATLAS TRAILER CHARGER
6-12 volt, 1 amp., 55/-, Post 2/-

NEW MALDEN
8 and 12 volt Car Battery Charger
12 volt 200/250 amp. A.O. Mains. Will charge 0 volt at 2 amps. and 12 volt at 1½ amps. No voltage adjustment being necessary. 49/6
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NEW FOOT PUMPS
C.K. New Heavy Duty.
P. & P. 2/-.

SPECIAL OFFER
of replacement brake linings for Ford cars. 62lb.
x 1in. x 3in. Set 10/6
Post & Pkg. 9d.

NEW WATER TEMPERATURE GAUGE
99-212 °F. 2in. dial, complete with 39in. tubing and element, black rim 25/-; chrome 27/6.
25/- to 200° with 20ft. tubing and element, black rim 28/-; chrome 27/6.
P. & P. 1/6.

NEW VACUUM PRESSURE GAUGE
Double reading pressure 0-10, vacuum 0-30, chromed plated. 29/6
Post & Pkg. 1/-.

895-921 FULHAM R. SW.6
RENow 674-5-6-7-8

A NEW CAR BATTERY—

THE Silver Exide

Now—today if you wish—you can buy from your garage at standard prices the new Silver Exide, a battery more efficient and with longer life than any standard battery—even an Exide—you ever used before. Here is a battery that will change your whole conception of the service a car battery can give. A battery that eliminates the actual main cause of battery failure!

PORVIC gives Exide the green light— for the biggest battery advance in 25 years !

Battery improvement had reached an impasse—blocked by the separator. Separators, which divide each battery plate from the next, normally wear away and slowly but surely weaken under the stress of motor car service. Failure of the separators—even of one separator—means the failure of the battery. That was the deadlock that Porvic has now broken—Porvic, the new plastic separator and a British discovery. Porvic is pliable yet very tough, over 80% porous and yet

a perfect electrical insulator; and it is completely inert chemically and resistant to wear. Used in the Silver Exide as a separator, Porvic changes that shortest-lived component of the battery into one which is virtually indestructible. Porvic now makes possible the use—to the full advantage—of the new plates with long-life alloy grids that for years have been undergoing test and development in the Exide research laboratories!



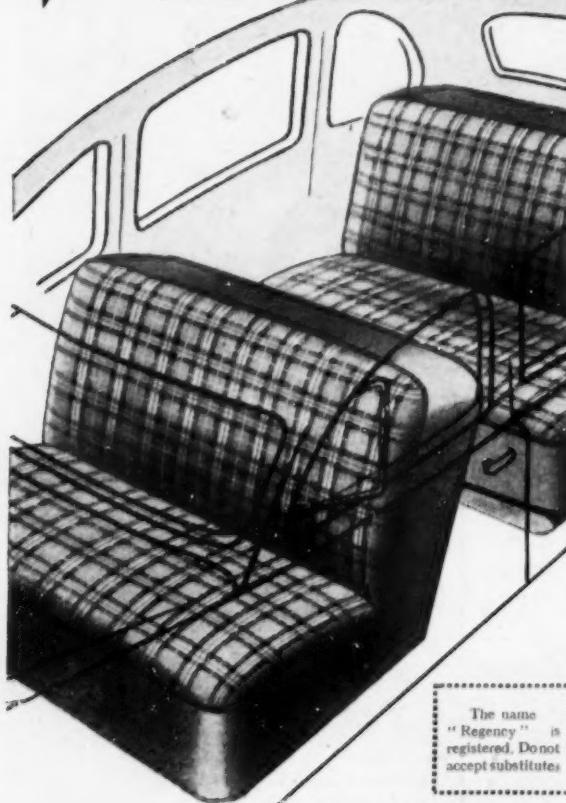
The name EXIDE in silver is
the hallmark of the Silver Exide

STANDARD
EXIDE
PRICES

YOUR GARAGE CAN SUPPLY TODAY

A PRODUCT OF CHLORIDE BATTERIES LIMITED

Glamourise YOUR CAR



The name
"Regency" is
registered. Do not
accept substitutes

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Superbly tailored in rich plain colour woollen Melton Cloth, Nylon and Bedford Cord; Tygan plastic check weaves and authentic clan Tartan designs in high quality woollen cloths. Every cover is fully piped in contrast colours. The name "REGENCY" is your guarantee of satisfaction. Readily obtainable from your local garage—send us this coupon for Prices and Patterns.

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Have
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A NOTEK Lamp is as vital to Road Safety as the best brakes. See the NOTEK range... compare... judge for yourself. But don't risk getting through the winter without NOTEK.

* See your Motor Agent for details or write
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SHOCK ABSORBERS

RECONDITIONED BY



32/6
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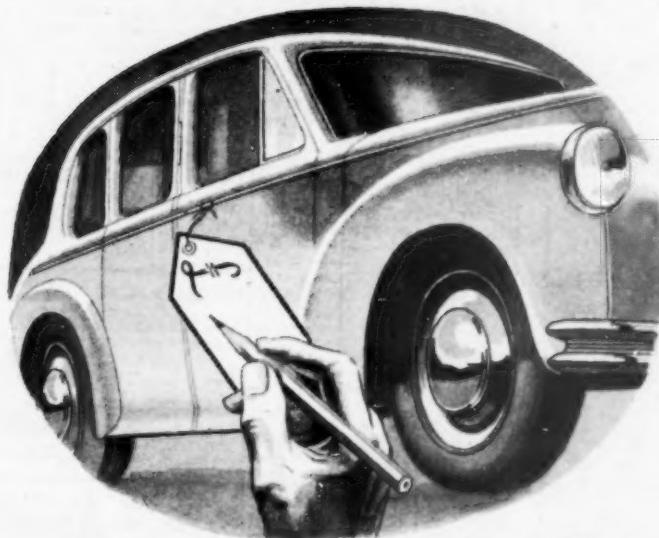
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*is the **real** price?*

The real price of a used car is that at which it is ultimately sold. It may be less than the buyer expected to pay or more than the seller expected to receive (or vice versa)—but it is always the REAL price. At Measham we are only interested in real prices—what the cars actually make. That is why the Measham Sales Service is so popular with both buyers and sellers, that is why at Measham you will always find—

**Most cars - most people -
Measham!**



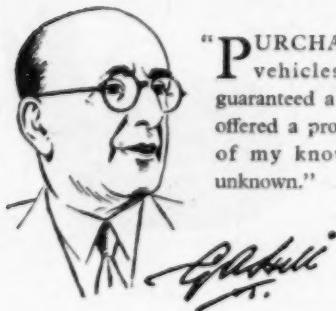
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Why do the worrying when we've already done it for you? Dot Fasteners are made in a great variety of designs for a prodigious number of jobs—including yours probably. If not, our unique experience of fastening one thing to another will quickly find an answer. It's a sure way out of a problem to—

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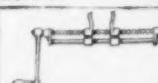


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LANE ACCESSORIES

CAR THERMOMETERS

Dashfitting, 2½ in. dia. dial, 120 to 240° F. Complete with 8 ft. capillary, 22/- each.



TYRE SPREADERS

Suitable for all types of car and commercial covers, 15/- each.



ENGINE OIL DRAINING PANS

4 gal. capacity. Complete with filter and long handle, 12/- each.



New 1½ in. Wheel-Nut Wrenches

complete with tommy bar, 12/- each.

New 1½ in. Wheel-Nut Wrenches

complete with tommy bar, 12/- each.

SLIGHTLY USED BEN SPARKING PLUG PRESSURE TESTER

Test sparking plugs against leaks, complete with quick release air hose connection, pressure release valve and pressure gauge.

Price £2.5/- each.

Each item is offered with Money-back guarantee

Terms: Cash with order. Carriage free.

LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS.

offer the following unrepeatable bargains in NEW Ex-Govt. Surplus GARAGE EQUIPMENT



New Eureka Oil Gauges

0-100lb. per sq. in. Car dash flush fitting, 2½ in., chrome dial complete with fixing clamp, 17/- each.



HARVEY FROST UNIVERSAL VALVE LIFTERS. Suitable for all types of car and commercial vehicles, 15/- each.

New 1in. x 12in. Leather Straps complete with buckle, 3/- per doz.



New Red Insulation Tape, 1 in. wide, 100 ft. x 25 ft. 2/- per roll.



New Carpenter's Pincers, 6in. 3/- each.

JOHNSON CHORE HORSE

Price £35

32 volt. Powered by a single-cylinder 4-stroke air-cooled engine. Complete with control panel, self-starter, 4 6volt batteries, 100 yards cable, 6 bulbs, 6 bulb holders and 6 switches.

Each item is offered with Money-back guarantee

Terms: Cash with order. Carriage free.

LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS.

EXAMPLES OF PRICES FOR COMPLETE SETS

	Cotton Duck	Bedford Cord
Austin A.40	£9 5 0	£10 5 0
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Ford 9 h.p. & 10 h.p.	£7 19 0	£8 19 0
Ford Consul and Zephyr	£9 19 0	£10 19 0
Hillman Minx	£9 5 0	£10 5 0
Morris Minor	£8 10 0	£9 10 0
Morris Oxford	£9 19 0	£10 19 0
Standard Vanguard	£11 11 0	£13 5 0
Wolseley 4/50 & 6/80	£9 5 0	£10 5 0

Now also available in Tartan Cloth and in Tygan woven Plastic Fabric.

Expertly tailored for almost any make of car from approximately 1935 onwards.

To
**CONWAY CAR
ACCESSORIES
LTD.**
185, The Vale,
Acton 22 W.3.

..... interested in quotations and free 'patterns' of Loose Covers or my car h.p.

Name Address

Name and Locality of my Garage

Autocar—January 30

For perfect style, comfort and economy ...



*She's worth £800
I'm taking care of her!*

*Your car is a
valuable asset*

The New COVMO XL de Luxe Piston has been introduced to help the discriminating motorist who wants the best possible results from a rebore because he will still be using the car himself for some time to come. The most modern replacement piston in the world today the XL de luxe has 3 ultra new features which check run-in wear—**DOUBLE Cylinder life.** (see panel below)



*It will pay you
to spend a little extra
when she's rebored*



*with the
wonderful
NEW*

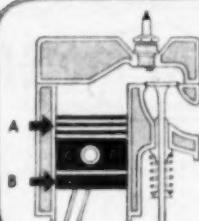
for the CERTIFIED **Long Life Rebore**

By insisting on the new COVMO XL de Luxe Pistons being fitted you are sure of the Long Life Rebore. This extra mileage (at least double the normal) from cylinders, pistons and rings, with extended economical running and full engine efficiency will only cost a little extra, a small premium for such far-reaching benefits. The COVMO Long Life Rebore is certified by the Satisfaction Seal fixed to your windscreen by your garage.



**XL de Luxe
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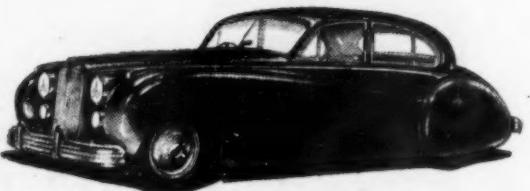
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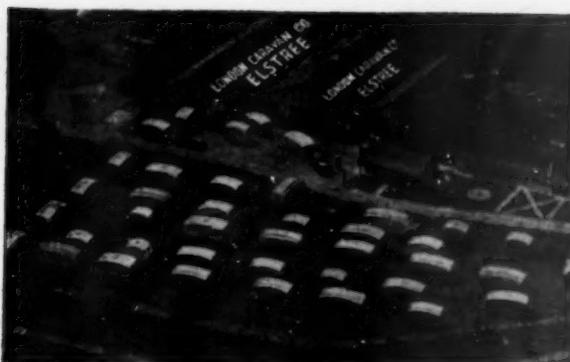
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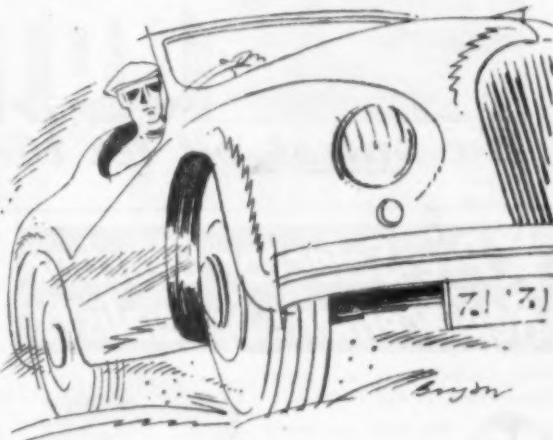
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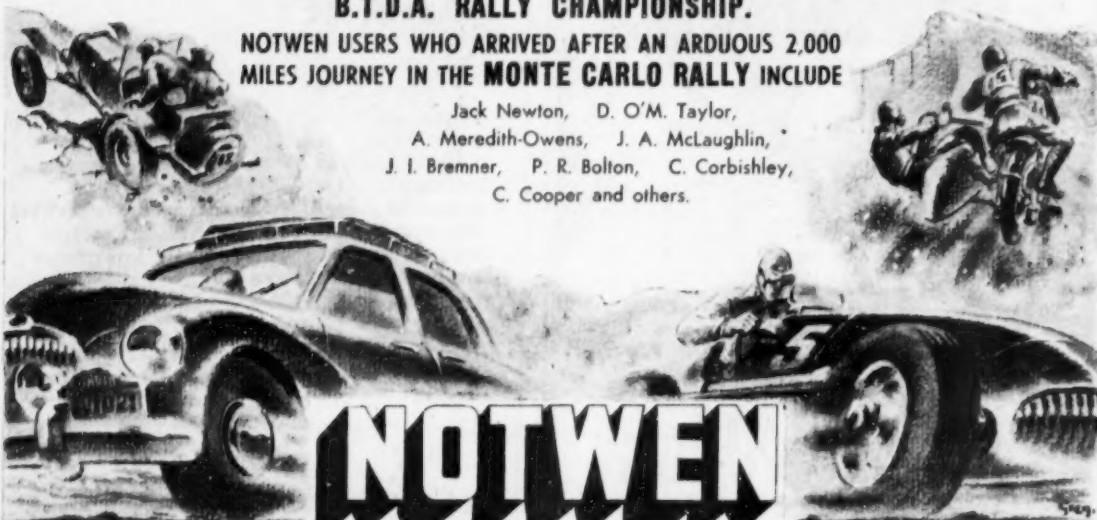
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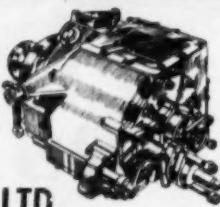
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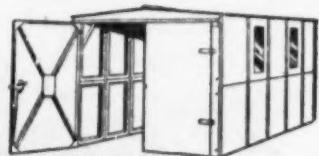
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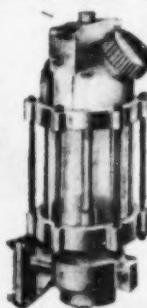
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In This Issue

Light Thoughts	130
News and Views	133
Whither Racing ?	135
Disconnected Jottings	136
MONTE CARLO RALLY :	
Full Report	137
Results in Detail	155
New Body Materials	146
The Immortal Thoroughbred	147
Capital "L"	150
Correspondence	151
Readers' Service	154
The Sport	156
Club News	157
In Brief	158

The Autocar

FOUNDED 1895

No. 2983

Friday, January 30, 1953

Vol. XCIII

Right Direction

IN two days' time motorists will be able to go to their local filling stations and, for the first time since the beginning of the war, buy fuel of a quality suitable for any kind of car at present in production. And, if personal circumstances permit, they can buy any kind of car in which to use their fuel. The Covenant has gone; branded fuel returns. At last the Government has recognized that it can no longer produce any reasoned objection to the claims for freedom of choice in brand and quality of petrol which have been reiterated all too long by motorist and oil company alike.

The advantages of this decontrol are already well known, ranging from greater freedom for the designer of cars for world markets to a release of currently existing engine power which Pool previously denied. It must not be expected that with the majority of present cars there will be any transformation, but engines will undoubtedly be more happy and willing. Some drivers will certainly achieve markedly better performance, and others will obtain better fuel consumption figures by restraining the impulse to cut down their journey times. But those who own the older, side-valve cars will not be able to reap so much benefit. Reminders about the recommended tuning process and a table of all the brands about to become available will be found in this issue.

This progress must continue. Freedom in design brought about by the abolition of horse-power rating as a basis for tax and by the return of good fuel is, in turn, seriously limited for home motorists by huge taxes on fuel and car purchase. The motorist has shown his indignation by waiting resentfully for a change for the better. It is the Chancellor's duty to clear the air for one of the country's most important currency-earning industries, and to show some realization of the overwhelming difficulties under which it and many of its customers have laboured for so long.

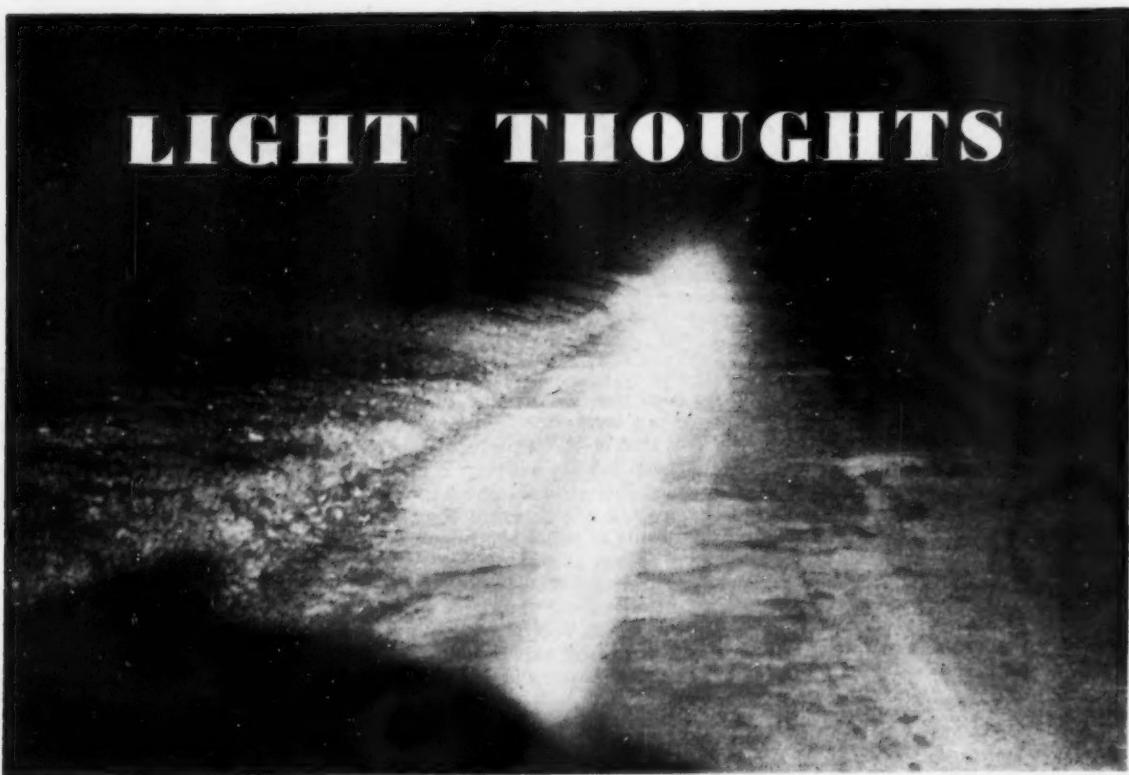
Not So Easy

IT would be quite wrong to suppose that the term "easy," applied to the road section of this year's Monte Carlo Rally, meant that competition in the event was no more than weekend motoring. The amount of incidental damage to be observed on the cars reaching Monte Carlo, and the snow, ice and fog encountered on the mountain passes and elsewhere, were sufficient proof of the reverse. Used in a Monte Carlo context, indeed, the term "easy" is strictly relative, for this rally, by its nature and by the time of year when it is held, calls for an individual expertness.

That the ultimate decision should depend on tests is never completely satisfactory, though it is right that cars should earn merit or otherwise by the working of components and accessories after the wear and tear of the road run, as it is equally desirable that the effect of such conditions on navigational and drivers' capabilities should be tested. What is a pity is the amount of weight that test results must exert when there are a great number of clean sheets on the road section.

Quite normal cars are proving more and more capable of dealing with any conditions that the organizers of such rallies can reasonably impose, but the fact should stimulate organizational ingenuity to further efforts. While the great rallies remain such an adventure, and while the sporting spirit of the entrants is maintained, there is no fear of a loss of popularity. The few incidents of unsporting behaviour on the road and elsewhere this year served only to emphasize the magnanimity that exists in general. If a word of advice can be tendered to British entrants, it is that they should brush up their map reading. Far too many rally conversations tell of following other competitors past a turn which the map insists must be taken; it is a poor tribute to excellent cars and good driving when marks are lost as a result of elementary misjudgment in map reading.

LIGHT THOUGHTS



The beam shape of normal British head lamps is wide and pleasantly even. (In the original photograph all the right-hand edge of the road is visible.) In this picture, a Lucas long-range driving lamp is also switched on, and a slight mist shows up very clearly the great intensity of its beam, which on long, straight roads nearly doubles the range of vision. This arrangement is the exact opposite—wide head lamp beam, long-range auxiliary lamp—of the arrangement shown in the pair of pictures opposite.

IMPROVEMENT LOOKED FOR IN HEAD LAMPS ON THE FASTER CARS

By J. R. DAVEY

WHATEVER the acceleration, roadholding and cruising speed of a good car in the hands of a good driver may be, in practice that car on a tour or long run is just as fast as its brakes by day, and just as fast as its head lamps by night. Even the straightest *Routes Nationales* or English main roads are subject to the sudden surprise, the emergent farm cart or the straying moorland pony. Brakes on the faster and heavier cars are improving, and the disc brake is developing. But the same progress does not seem to be taking place in head lamps.

At the opposite end of the scale, some fast cars are fitted with head lamps which enable high cruising speeds to be maintained at night; and the small to medium-sized popular cars have head lamps which are adequate for the more moderate cruising speeds which their owners employ. However, there are cars of the faster kind whose potential night cruising speeds are limited by their lamp equipment, and it is a characteristic of these that they are often seen with a British or Continental conversion set of head lamp elements, or auxiliary lamps. In fact, as regards one or two of the fastest of this group of models, reliance on the standard equipment alone seems to be the exception rather than the rule, and their manufacturers are surely taking something of a liberty with their customers. A radio is legitimately regarded as an extra which the owner does not expect as initial equipment; but head lamps fully adequate to the car's performance cannot be regarded as falling within this cate-

gory. It has been known for a car manufacturer to specify a lower-powered head lamp—sometimes even for styling reasons—than he should; and the lamp manufacturer can only recommend, not command.

What should the head lamps of a modern 1½-2½-litre car be and do? What does the more skilled and experienced ordinary motorist want? Would it be practical and economic for him to have it?

A basic fact is the rolling English road. Current British cars have head lamps of very wide, even spread, with which it is pleasant to wind through the corners. But on the straights they do not—with the exception of the "best" lamp, confined in use to few makes, have a long enough range to satisfy the faster people, and the shallowness of the beam causes a curtailment of vision when a rise in the road is encountered. In addition, many cars dip down their front ends when braked and dip their lamps in so doing. On one occasion last year it was found that the fall of darkness made necessary the abandonment of the testing of a certain softly suspended car; very occasional stones or turnips had been dropped on the otherwise excellent disused airfield runway which was being used, and braking so truncated the head lamp range as to make these hazards a menace. One does not want an involuntary dipping in emergency.

Thus a fast-driven British car is characterized by widespread head lamps of correspondingly short-range and frequently a long-range auxiliary lamp, fitted at considerable

expense by the owner. On the Continent a pair of long-range head lamps and, as an auxiliary, a wide-spread lamp, is a common arrangement. (It is a comment on an essential difference in British and Continental motoring.)

However, that is not to say that the Continental head lamp beam is so narrow as to be useful on straight roads only, for it is customary for the lowest part of the otherwise almost plain lens to be patterned so as to produce a fan-shaped dispersed beam. This blends very nicely into the long-range upper beam. For very sharply bending and mountainous roads it is a common practice to switch on "fog" lamps, some of which have a higher and brighter light at the ends of the broad beam of light produced. Among the technical people employed by more than one lamp-making company in this country it is not unknown to find that for the personal car one fan-beam and one long-range driving lamp may be employed in conjunction instead of head lamps. The British head lamp of the most popular pattern has a fairly clear centre, emitting some long-range light; but this is somewhat subordinated to the major area of lens, patterned and emitting diffused light. A wide-spread auxiliary lamp, if it proves to be necessary, can be quite cheap, so much so as to be fitted as standard; whereas a long-range driving lamp is inevitably fairly costly. The head lamps should do the long-range work.

Easy on the Eyes

It is restful and natural to the human eye to have the *whole* scene before it illuminated evenly: it does not like a bright tunnel piercing a dark world. However, the evenly illuminated scene is not restful or safe if beyond it lies a wall of dimness or darkness into which the driver is peering hopefully. Nor is the illumination truly even and restful if only the lower part of the field of vision is lit. A more general adoption by British car makers of the present alternative in popular head lamps which lessened the spread a little to



A driver cannot relate his car to his surroundings, where it is and where it is going, with the head lamps whose effect is seen in the upper picture. They are special ones of narrow beam, and the beams are set slightly convergent to give a long range on straight roads. In the lower picture, a wide-spread Marchal fog lamp has been substituted, and the driver can be happy in the most winding lane. The combination of narrow, long-range head lamps and a wide-beam auxiliary lamp is a useful one.



increase the range a little would be a great help. It would be an even greater help if, at a very small increase of cost for what is after all one of the "weak links" in the chain of modern car design, a better reflector was paid for. A good silver-plated or anodized aluminium reflector forwards a high percentage of the light emitted by the filament of the bulb—as much as 97-98 per cent—and this good result is obtained in commercial production. The same cannot be said of inexpensive chromium-plated reflectors bought by some car manufacturers. Compared with a high-quality reflector, they are almost semi-matt, and somewhat white in colour rather than silver. Nor is an unpolished glass without its effect.

Losing the Current

There may be in addition rather a large voltage drop, amounting to as much as 1½ volts, between battery and lamps in some installations. From the battery there is a long lead to the facia switch, thence down to the foot-operated dipping switch, and thence forward to the head lamps. Some conversions have incorporated the shortest possible wiring from battery to head lamps, as the crow flies almost, with the switch and dipping switch in this wiring and actuated by solenoids, remotely controlled from the facia and toe board. This is elaborate, of course, but it is one aspect of the relative inefficiency of lamps. In so ambitious an installation it is also possible to correct small defects of lamp focus by the use of paper packing washers between the flanges of the bulb holders and the lamp bodies.

The modern flush-fitting head lamp has a very good adjustment in the form of three screws, working against small springs, which raise, lower or swivel the beam. But it is necessary to remove the lamp rim to get at this adjustment, which should, for maximum efficiency, be used when luggage or rear seat passengers are carried and depress the stern of the car. Our rather shallow beams are easily maladjusted by such loading. In addition, there is a mist condition, more common than a full fog, in which head lamps at normal beam are too high, and the dipped beam is much too low. Such conditions, persistent over a long journey, make adjustment very desirable. It would be a great convenience if the height-adjusting screw had an exterior head, preferably knurled and not requiring a screwdriver. The old exterior head lamps could be adjusted by hand, instantly, although it must be also admitted that they could almost as easily be maladjusted by people pushing on them, or be too readily set by a minority to annoy other road users.

Old hands may remember one of the earliest dipping systems, at a time when it was customary to switch off the head lamps when meeting another car, and dipping was just coming in: the head lamps were dipped by a linkage to a lever, similar to the gear lever. This system was also used at will to adjust the beam height a few degrees.

LIGHT THOUGHTS

continued

Tradition, descending from carriage days, has given the car two head lamps: there is a safety aspect, too, for if one bulb fails the driver still has the other. It might well be an answer to the problem of making the head lamps do one of two different jobs—the hilly lane or the straight main road—if they were not identical and working simultaneously, but different and used alternatively. For one lamp can be made to produce any beam characteristics and shape that a pair of lamps produce. The writer has actually tried this, some time ago, on a popular car, with the limited third-brush type dynamo which could feed only 48 watts. One good plain head lamp with a 48-watt bulb made 60 m.p.h. a pleasure on fast main roads, and the other gave a very high and wide dispersed beam which was excellent in the lanes. There should not be any difficulty in having an 80-watt bulb for such "individual" head lamps.

This aspect of the subject can, however, be summarized with the remark that the car manufacturers who have given us overhead valves and other engine luxuries as standard, besides the ornamental radiator grille which precedes them, might well provide as standard, or even as an extra, better head lamps. As car performance is increased, component performance must keep up. The best existing British head lamps show what can be done. The de luxe models, with the clear glass and three-armed bulb shield, which are standard on certain quality cars, are excellent. One has travelled at 100 m.p.h. plus behind these lamps: they are evidence of what our principal lamp manufacturer can do. The new P700 lamps, an intermediate or middle class of lamp, are not, of course, as good as this, but they are an improvement on the popular type.

Britain's roads are crowded, and on the typical evening journey on a main road a driver spends the best part of the time meeting other traffic. Dazzle is a much less serious problem now that legislation has slain the very low-mounted, flat-topped pass lamp with a beam that was horizontal only so long as the road was dead level, the car never pitched, and luggage was never carried. The present double-dipping system, used alike in Britain and on the Continent, is effective in preventing dazzle, unless a wet road is also a shiny one. But the shiny, skiddy road is dying out and being replaced by the matt and rough surface.

Traverse versus Cut-off

The present double-dipping system of current British cars, in which, besides dipping, the beams are also traversed to the left side, gives a good view ahead for the driver, probably as good as it can ever be without seriously dazzling an oncoming driver. In this respect, most French head lamps, which dip without traversing, and which have the dip filament shielded by a metal tongue, are not so useful to the driver. Their dipped range is short and the cut-off of light is sharp. In fact, as far as head lamps are concerned the position in this country as regards both dazzle and drivers having a safe view ahead of cyclists and pedestrians is not unsatisfactory. There are flies in the ointment, of course. Some older cars have lamps so dim that their drivers, with eyes attuned to the dimness, are over-sensitive to dazzle. Inexperienced drivers instinctively look straight at the lamps of oncoming cars to see if they are dazzling: when this inspection is sufficiently thorough, they invariably are! The selfishly mounted pass light is fortunately not now common, but too many buses and large lorries have a head lamp set to point straight ahead when it should be dipped, for the drivers of such vehicles are to a great extent themselves protected from retaliation by their height above the road. Correspondingly, the lower built a car is, the more liable to being dazzled is its driver.

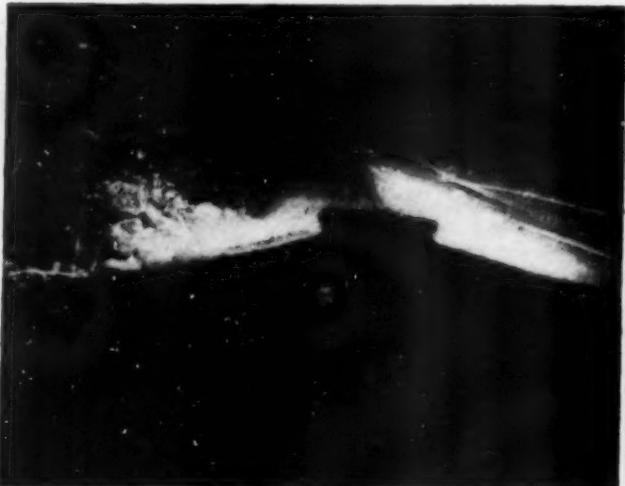
Certainly, nobody with experience of the popular car's head lamps of yesterday, which cast an irritatingly streaky pattern of light, would wish to return to them. Heavily patterned glasses, even if they diffuse too much for long-range visibility, have saved us from that. The pre-focused bulb, too, has prevented badly focused lamps. It was an advance on its predecessors: but a further advance is due.

Its sealing at the front helps to keep the reflector comparatively free of dust and tarnishing, although it is greatly inferior in this respect to the American true sealed beam model. In the latter, reflector and glass are a gas-filled and airtight bulb, at the rear of which is a naked filament without glass of its own. If the filament fails, of course, the whole glass-reflector-filament unit has to be replaced.

American law limits the wattage of head lamps to what a European considers an undesirable degree, especially in view of the power and speed of cars in the U.S.A. But America's principal highways are very often of concrete, whose light surface helps car lighting enormously, and is a good background, the majority of obstacles and persons being dark. Britain's tarred roads are a very bad background. In construction the sealed beam lamp is a good one, with its non-tarnishing reflector. No answer seems to be possible to the diminution of effectiveness of head lamps by mud-mist thrown up by a vehicle ahead, though a well-known Rally competitor has little rotary wipers fitted!



Serious curtailment of vision takes place when a car with head lamps of very shallow beam meets slight rises in the road. These two photographs were taken with the car at the identical position in each case: the undulations in the road are slight, and it is, by day, quite a fast one.



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A 1953 appeal has been made by the R.A.C. for reports on road hazards, for investigation by a special staff. Where justified, representation is made to the appropriate authority.

During 1952 satisfactory action was taken in 306 cases out of 344 taken up with various authorities. Dangerous road surfaces accounted for 112 cases (excluding 13 on tram tracks and 17 on white lines or cats' eyes), and 63 concerned lack of signposting.

H. Pelham Lee

IT is with regret that *The Autocar* has to record the death on January 22 of Mr. H. Pelham Lee, founder and chairman of Coventry Climax Engines, Ltd. He was 75.

Mr. Pelham Lee was a true pioneer motorist. He qualified first as an electrical engineer and worked for the Daimler company for a short time after fighting in the Boer War. In 1903 he took a small factory where work was concentrated on engines because of lack of capital for full-scale car manufacture. One of the few cars he made was used as a demonstrator for the engines—hill-climb meetings were a favourite stage for this purpose.

In 1914 engines were made for Sir Ernest Shackleton's expedition and in 1917 the present company was formed. By 1920 the then astonishing number of 400 engines a week were being made for the motor industry.

Winner's Tyres

A SPECIAL snow tyre tread pattern was suggested by M. Gatsionides for his use in the Monte Carlo Rally. It was specially made by the Tyresole company, its use being extended to the Dagenham Ford team in the Rally. It has a lugged tread and a centre groove which accommodates a Renold's motor cycle steel chain. It is understood, however, that these tyres are not going to be put on the market.



This is the impression left by the Tyresole snow tread specially made for the Ford team, on the suggestion of the ultimate winner, for the Monte Carlo Rally.

FUEL BRANDS FROM FEBRUARY 1 AT A GLANCE

BRAND	GRADE	PRICE		
		Inner Zone	Outer Zone	General Zone
CLEVELAND				
Cleveland Guaranteed	Regular	4 2½	4 3½	4 3½
Cleveland Benzole Mixture	Premium	4 5½	4 6½	4 6½
Clevocol Special	Premium	4 6½	4 7½	4 7½
ESSO				
Esso	Regular	4 2½	4 3½	4 3½
Esso Mixture	Premium	4 4½	4 5½	4 5½
Esso Extra	Premium	4 6½	4 7½	4 7½
FINA				
Fina	Regular	4 2½	4 3½	4 3½
Super Fina	Premium	4 5½	4 6½	4 6½
NATIONAL BENZOLE				
Dominion	Regular	4 2½	4 3½	4 3½
National Benzole Mixture	Premium	4 5½	4 6½	4 6½
POWER				
Power Petrol	Regular	4 2½	4 3½	4 3½
REGENT				
Regent	Regular	4 2½	4 3½	4 3½
Regent Benzole Mixture	Premium	4 5½	4 6½	4 6½
Regent T.T. (track tested)	Premium	4 5½	4 6½	4 6½
SHELL-MEX				
Shellmex	Regular	4 2½	4 3½	4 3½
B.P.	Regular	4 2½	4 3½	4 3½
Shell Premium	Premium	4 5½	4 6½	4 6½
B.P. Super	Premium	4 5½	4 6½	4 6½
VACUUM				
Mobilgas	Regular	4 2½	4 3½	4 3½
Mobilgas Special	Premium	4 5½	4 6½	4 6½

In this table are shown the various suppliers of branded fuel together with each of their products, their grade and prices. (See paragraph below).

PREMIUM FUELS

ON Sunday, branded premium fuel returns to this country for the first time since the beginning of the war, to be greeted by those who have patiently endured the poor quality Pool spirit for so many pinking years and by younger motorists who will use a good fuel for the first time. Most companies are now to market two grades; the regular, which corresponds in branded form to the old Pool and which will be sold at the same price, and the premium, which is generally about 80 octane (compared with 70 octane for Pool), which will cost 3d per gallon more. The Esso and Cleveland companies, however, are each marketing three brands. These are a regular grade, what is claimed to be a specially good premium fuel at 4d more, and a halfway house costing 3d more than the regular in the case of Cleveland and 2d more for the Esso product.

Most motorists will immediately want to reset their ignition timing when filling up with premium spirit to get immediate advantage in performance. As was described in *The Autocar* last week, the simplest method is to set the distributor so that some pinking is evident with Pool petrol at between 20 and 30 m.p.h. in top gear when the throttle is fully opened; thereafter, for premium petrol, advance the ignition by turning the distributor against the direction of rotation of the rotor arm by up to three degrees for overhead valve engines and up to two degrees for side valve engines.

Naturally the oil companies are proceeding with recommendations for individual models, so that owners may know how much their ignition should be advanced compared with the car manufacturer's recommendation for Pool.

Tomorrow being a Saturday, the

traditional day for those "half-hours in the garage," this journal recommends that owners should check over their ignition circuits, cleaning and resetting contact gaps and plug gaps, cleaning the distributor cover and checking that there are no cracks in it, and replacing cracked or perished high tension leads. Then the ignition test on Pool can be carried out and the distributor advance and retard can be set ready for premium fuel.

Above appears a list of the brands, their grades and prices, but it should be mentioned that prices are higher in some areas. Prices in the north of Scotland and the Isle of Man should be based on a regular grade price of 4s 4½d and in the Orkneys and Shetlands of 4s 4d. The inner zones are those areas round the importing centres like London, Liverpool and Manchester, and the outer zones are those within a 20-mile radius of these centres.

Daimler Appointment

SIR BERNARD DOCKER, chairman of the B.S.A. Group, has become managing director of the Daimler group of companies in succession to Mr. James Leek, who resigned the position after a recent operation. This decision was reached at a recent meeting of the board of B.S.A., when it was stated that Mr. Leek was recovering and would be welcomed back in his position as a director of B.S.A., a position which includes considerable responsibilities in connection with the group's enterprises centred upon Small Heath, Birmingham. Mr. R. E. Smith, recently appointed general manager of the Daimler group of companies at Coventry, continues under the new managing director.

NEWS and VIEWS . . . continued

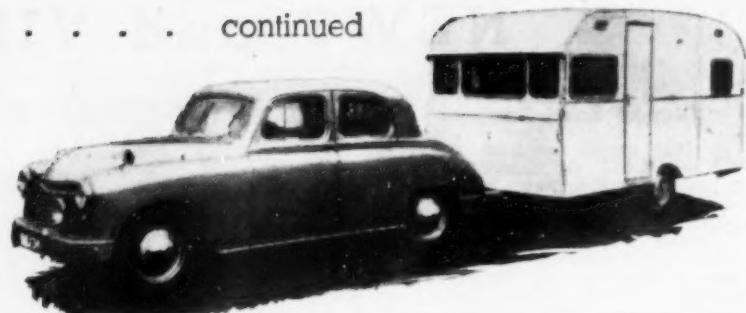
Continental Wisdom

A CONTINENTAL version has now been introduced of the Wisdom, a 14ft caravan made by the Paladin Trailavon Co., Ltd., 464, Dunstable Road, Luton, Bedfordshire. It conforms to the two metres width restriction imposed by the Swiss authorities. It is very similar to the Standard and Living versions, the principle shell difference being the adoption of an aluminium roof, and windows set across the front and round the sides. The price is £320.

Unilateral in London

AS from last Tuesday, 31 streets in the Metropolitan police district of London became subject to unilateral parking rules. This means, of course, that only one side of the street may be used for parking (exempting only such special vehicles as ambulances, furniture vans, fire engines, and so on) the prohibited side depending on whether the date is an odd or even number. The scheme is experimental and the maximum time permitted for parking will be 20 minutes.

The system is well known and well tried in many congested towns and cities, and it is difficult to understand why it should be approached so cautiously. Quite clearly, the motorist is once again going to run into trouble, for the majority of vehicles using busy streets in all but the main shopping areas are there on business, and those who are sure to be not longer than 20 minutes away from their cars are the fortunate minority. The pressing



This Continental version of the Paladin Wisdom, seen teamed up with a Singer SM1500, conforms to the width regulations in force in Switzerland. There are also changes in the roof and window construction. (See accompanying paragraph.)

problem of parking and congestion needs a bolder approach if any worth-while success is really to be achieved.

40 m.p.g. Nash ?

ACCORDING to the president of the Nash-Kelvinator corporation, a small U.S.-built car giving up to 40 m.p.g. may be introduced this year or early in 1954. Interest in smaller cars has been shown by Nash for some time, as introduction of the Rambler indicated.

Government Cars

ASKED in the House of Commons what progress had been made in reducing the size and cost of running the official car pool, the Minister of Works, Mr. Eccles, said that since last April 1 the

fleet had been reduced by 190 cars and 206 drivers. The reductions represented a saving of over £165,000 per annum, he said.

A. F. Organ

AFTER being general sales manager of the Nuffield Organization for many years, Mr. A. F. Organ died on January 23. He was 60 and had been in poor health for a considerable time. He joined the Morris Company as early as 1914



Mr. A. F. Organ.

and, after serving in the Great War with the Oxfordshire Hussars and the Royal Flying Corps, he became successively sales manager and general sales manager, continuing that position in the wider field of the Nuffield Organization when Nuffield sales were centralized in 1948.

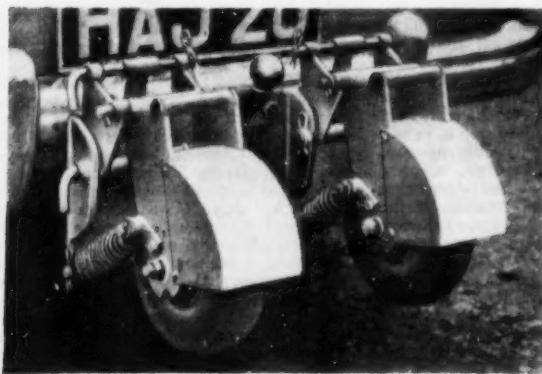
CARAVAN TOWING AID

WHEN a caravan is hitched up to the rear of the car the worst bugbear in driving, unless the car is seriously under-powered for the job, is the unpleasant swing which can develop even at very low speeds. This can on occasion be dangerous, and the antics of the caravan, and their effect on the car, can be very tiring for the driver on a long run.

A device virtually to eliminate this trouble has now been put on the market by Metcalfe's of Leyburn, Leyburn, Yorkshire. It consists of a spring-loaded wheel attached to the towing bracket of the car near the coupling, and it can be levered down on to the road very simply. The device damps out the pitching

tendency of the van, and its contact with the road prevents the towing bar swinging from side to side and affecting control of the car.

The towing aid was tested on a private road on the Yorkshire moors with an Austin A.70 and a 37½ cwt caravan. On this road driving was tricky at speeds well below the permitted 30 m.p.h. without the aid, but when the wheel was lowered open bends could be taken in safety at the astonishing speed of a true 50 m.p.h. without any swing. The complete wheel assembly costs £21. A two-wheel fitting is available for £42, but one wheel appears to be entirely adequate for normal caravan towing.



The illustration on the right shows the anti-sway wheel marketed by Metcalfe's, of Leyburn, Yorkshire, ready for action. The assembly can be removed entirely or the wheel hinged up as is the double wheel assembly shown on the left. (See paragraph above.)



TULIP RALLY 1952 AND NOW THE

Monte Carlo Rally

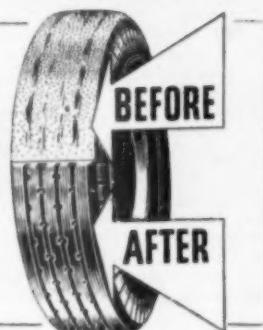
WON ON

TYRESOLES

REGISTERED TRADE MARK

The proved process of tyre reconditioning

1ST ON **TYRESOLES**
REGD TRADE MARK
Maurice Gatsonides
Driving a Ford "Zephyr"



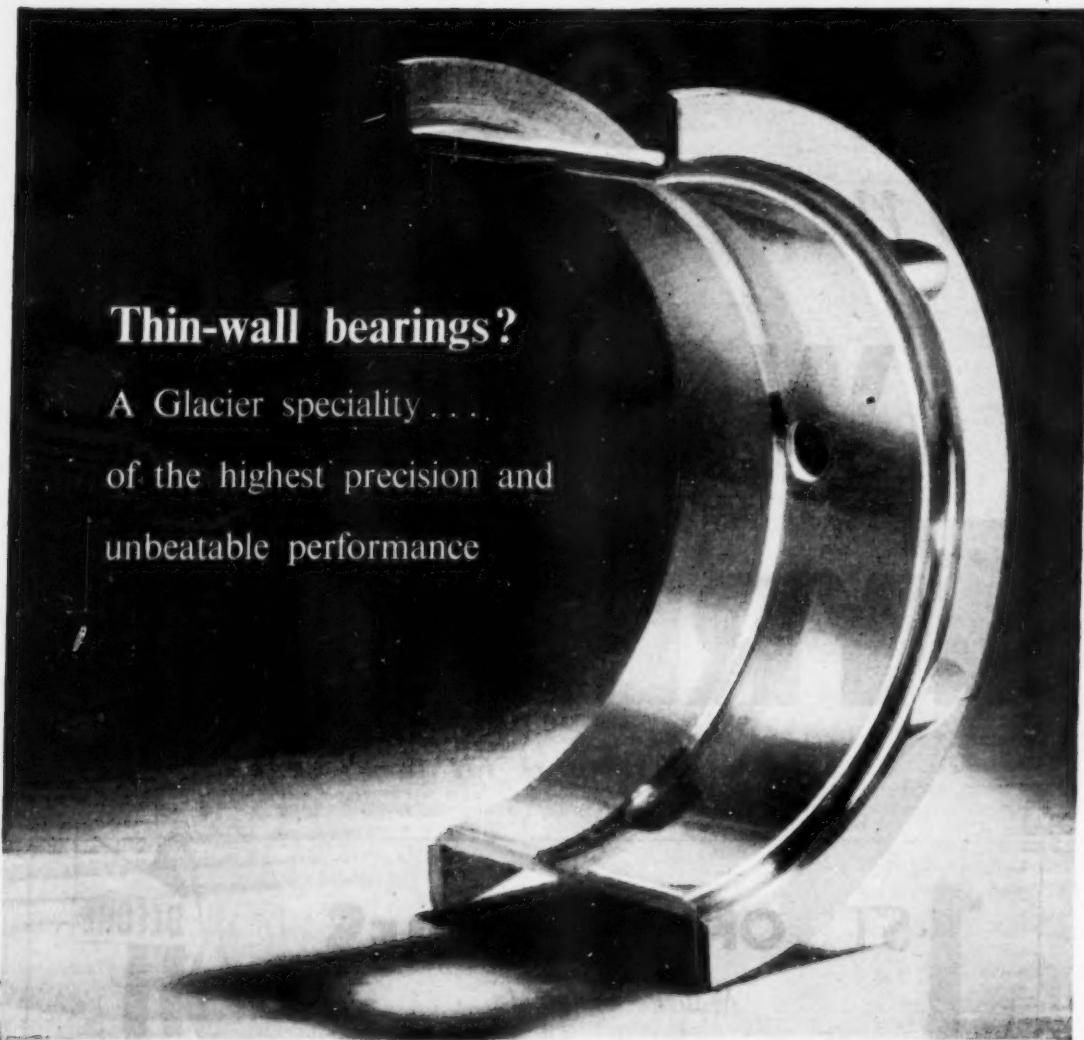
Mr. Gatsonides, on his 9th attempt, specially selected "TYRESOLES" for his car. On the front wheels were standard "TYRESOLES" treads and at the suggestion of Mr. Gatsonides and with the approval of the Ford Motor Co., Ltd., the rear wheels were fitted with a special tread pattern designed by Tyresoles Ltd. for snow conditions. Only the flexibility of the process and expert tyre knowledge of Tyresoles Ltd. made this development possible.

"TYRESOLES" not just a retread but the proved process of tyre reconditioning for reliability.

WHEN ORDERING tyre reconditioning from your garage specify and insist upon "TYRESOLES."

THE NAME "TYRESOLES" is branded on every treated tyre.

Over 40 local works and depots to serve you, or write or phone for full details to :—
TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDX. TEL.: WEMbley 1222 (10 lines)



Thin-wall bearings?

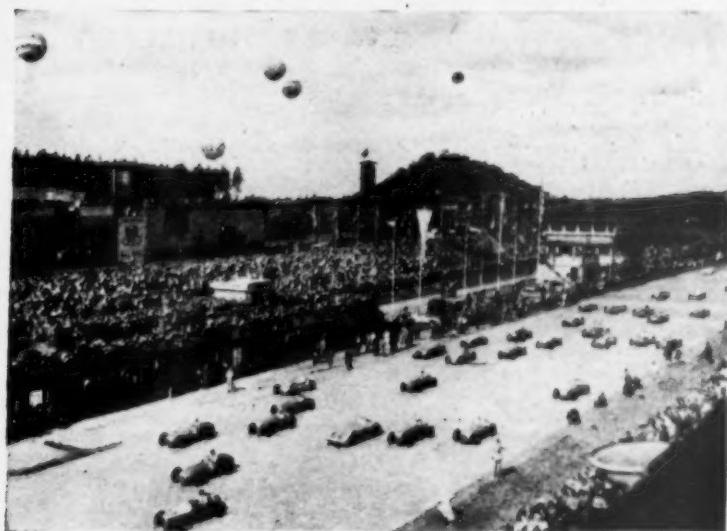
A Glacier speciality . . .
of the highest precision and
unbeatable performance

There is certainly no company which has given more thought than Glacier to the development of plain bearings — thin-wall, thick-wall, in all bearing metals. That, for years, has been their particular field.

GLACIER
REGD. TRADE MARK

stands for all
plain bearings

THE GLACIER METAL COMPANY LIMITED, ALPERTON, WEMBLEY, MIDDLESEX
MAKERS OF GENUINE THIN-WALL BEARINGS AND THICK-WALL BEARINGS



The future of Grand Prix racing depends on its value as a spectacle and its ability to draw sufficiently large crowds to cover expenses.

FROM the time when the high, odd-looking cars of the nineteenth century first attempted to race, high controversy has raged about all that concerns the game, its use, its lessons, its technicalities. Today that controversy has attained its peak because we have reached the cross roads and no one knows for certain which path will lead to the best results.

Now, racing can be divided into two classes, Grand Prix and sports car, of which the first has real glamour, spectacular appeal, and represents the triumph of speed. Originally the whole object of this type of race was to encourage improvement in design, and therefore to sell more cars. Today the Grand Prix car's success has so little effect on sales that no manufacturer making cars in real quantity is interested, while the technical knowledge gained is of small value to the normal car of commerce.

Accordingly, the future of Grand Prix racing depends on its value as a spectacle. So the promoter is faced with a business proposition which aims to attract enough people to cover expenses, including circuit maintenance, and make a profit if possible. As things are, this is none too easy, first, because entrants can run cars only if they get starting money, secondly, because the spate of enthusiasm for racing, being entirely uncontrolled, has resulted in so many races during the year that none has special attraction; many are wearisome repetitions the result of which can be predicted before the start. Since starting money can be as high as £800 per car for one good car with a well-known driver, and an attractive field needs at least six men famous in the racing field; since spectators are attracted only if there is real doubt as to who will win, and 50,000 of them are hard to get, the prospect of profit is dim. Add that entrants are very difficult—one British team was very late paying its hotel bill, while one foreign entrant "borrowed" money for his passage from the port authorities and omitted to arrange repayment, and also it is becoming increasingly difficult to be sure who will and who will not come to the start—and the promoter's troubles are obvious.

Unless vigorous pruning drastically reduces the calendar of events for a year all this will become worse. But the authorities persist in imagining that calendar control can go on as it has done in the past, so there is little hope of improvement. Only Desmond Scannell, of the B.R.D.C., appears to have realized that it is now drivers, not types of car, that have to be considered for the calendar, and that racing might pay if the most famous men competed only at sufficient interval to attract a real crowd. The supply of drivers could be assured if anyone of any nationality could drive in all other events until he, too, became famous. That drivers

WHITHER RACING?

Future of the Grand Prix : Tendencies of Current Sports Car Races May be Towards the "Wrong" Type of Car

By S. C. H. DAVIS

have become so important as attractions is owed in part to the fact that daily newspapers have shifted the glamour from the cars, which really win, to the drivers, who may now be regarded as "actors" judged by spectator appeal. The chance that a manufacturer of importance will be attracted to racing is lessened if the resultant publicity centres on the driver rather than the car.

As to the cars, the future of Grand Prix racing depends on the supply of cars of different makes capable of winning. If Ferrari almost always win, or if Mercedes come into the game and always beat Ferrari, or if any other make establishes definite superiority, then the game will suffer. But if there is real rivalry, and no one can be sure which *marque* will be the victor in any race, then there is hope.

Sports Car Races

Now as to sports car racing: The number of manufacturers interested, the fact that new teams are coming, is a very good sign and it is still possible for firms making "performance" cars to augment sales by winning a sports car race. No convincing argument has been produced which would prove that this form of racing would in any way benefit cars sold as transport—for instance, normal Austin, Vauxhall, Ford, Humber, Standard models, for which speed is only a small part of their sales appeal. But there are signs that cars specially designed to win these races are being built here and abroad; and this makes one think. Also it seems that classification by engine size is wrong, for what matters is performance for price, most potential owners of sports cars not being able to buy £4,000 or £6,000 machines. At all costs the entry in sports car races of what amounts to a Grand Prix car, built regardless of cost and adapted to fit the rules, must be prevented, for knowledge gained thereby cannot be applied to ordinary sports cars. After all, the essence of commercial success is to produce a machine at a price which attracts, and does not lie in the much easier process of designing regardless of cost.

The very success of sports car racing may bring such a volume of races for this type of machine as to defeat its object. Only if there are few, but good and long, sports car races will a paying public be attracted, especially as the Grand Prix glamour is absent. So there is need for hard thinking now as never before. Obviously, a solution can be found. But race promoters must realize that, although racing is the finest of all sports for the drivers taking part, they must tackle it as a business. Club events, which need not attract a large public, can continue and prosper. Grand Prix and sports car racing is another matter.

Disconnected Jottings .

BY THE SCRIBE
Drawings by Barry Appleby

Mu Doesn't Matter

SEVERAL readers have written to me disputing the implication in my recent paragraph on friction that μ , the coefficient of friction, could not exceed unity. I am unrepentant, being in good company, and would voice the reminder that we must not be too dogmatic about friction, because so little is yet known of its true nature. Where it seems that the coefficient of friction exceeds one, one of the greatest experts I know uses the very useful term "apparent coefficient," and gives the following figures for tyres and road surfaces: tarred macadam 0.8 to 1.1; asphalt 0.7 to 0.9; new concrete 0.9 to 1.3; tarred grit 0.7 to 0.9 and plain grit 0.6 to 0.7.

But now mark his wisdom. A brake test having given 100 per cent efficiency, the implication was that the coefficient of friction could not have been less than unity. But when the coefficient was determined between that vehicle's tyres and the same surface, it was found to be no higher than 0.75. The suspected "keying" between road and tyre had supplied the rest.

Where does "friction" stop and "keying" begin? That is one for the scientists; in the meantime I do maintain that we, as motorists, should stress that all this is academic as regards normal road usage. Under no circumstances should a popular impression be given that all cars are capable of stopping in 30ft from 30 m.p.h. on normal roads and in normal driving circumstances; they aren't.

* * *

More Fog

CLAIMS made by the smoke abatement people have a sympathetic audience of one, in me. In London, at least, motorists are heartily sick of it this winter. Recently, about 1 a.m. saw me still out trying to dislodge a visitor's car from a bank, which had been fouled in the fog. Leaving a driveway entered in error, the car was belied, with its front wheels resting only lightly on the road.

In that position it could not be left.



Strong "clippie"

It refused to be shifted forward and even a strong tow in reverse would not get the front wheels off the bank again. A tow forward would have done the trick in a minute, but the fog and traffic forbade the hazard of the towing car blocking the road, even momentarily.

Help came in the form of a Green Line coach. The driver and unexpectedly strong "clippie" assisted in lifting the front bodily while the driver reversed.

During this time the technique of other drivers could be observed as they negotiated the nose of the marooned car, which protruded into the road. Many sailed past, confident of their path, but a remarkable number suffered from that common error of overdoing the steering. To pass the obstinate bonnet they would go right across the road, and then steer back at such a sharp angle that even on the relatively narrow road they returned almost head-on towards the side.

* * *



Sticking up.

Protected Cats' Eyes

I THOUGHT I was used to cats' eyes, and the thud-thud-thud of the wheels when clipping them at speed. But a real bump-bump-bump aroused my interest in a part of Northamptonshire. I began to wonder whether something was wrong with the car after a time, but it turned out that the eyes on that stretch were not sunk into the road with just the rubber protruding.

The eyes had steel protective surrounds sticking up out of the road. This may be some deterrent to drivers who tend to keep out in the road unnecessarily, but I dislike them. There are times when it is necessary to travel over the eyes and there is no need for this to cause quite a vicious bumping.

* * *

Without or Within

DOOR locks have reduced me to a frenzy of recent months. I have been (almost) locked out, (almost) locked in, frustrated, exasperated and irritated beyond measure; and not all on my own car, either.



Exasperated.

The car door or luggage locker lock is a device of considerable ingenuity, but if it goes wrong, or even threatens to go wrong, the owner is in a fix. Shall he lock the door, or leave it unlocked? And if he inserts the key, will he get it out again? (It took me a good ten minutes to extract one the other day.) And why, he asks himself, is there a general feeling of looseness (or tightness), with the innards of the handle either protruding or receding under the insertion or extraction of the key?

These devilish devices, so excellent at foiling the thief, are becoming a *bête noire* with me. I fear them. I approach them with trepidation. When they have finally gone wrong (three times lately) I have taken them hopefully off the door concerned. The handle has slipped out, with the locking mechanism, and then one is done, the rest being a matter of special tools (or a sledge hammer). Seriously, the door lock is not so good these days. Why should it ever be inferior to the ignition lock? It is—of late.

* * *

Make a Noise!

MORE and more of the near squeaks that are related to me are the result of a driver ahead failing to observe the rear mirror and what it contains; and more and more of the following drivers involved are those who take a pride in not using the horn. All I can say is that I think they are crazy. Give me the Continental insistence that the horn should be sounded whenever one overtakes; otherwise what is the horn for?

* * *

Golden Goose

IN a local paper I see a report of a council meeting, at which a ban on parking by motorists in a street was discussed. It was said that as a result of the ban three traders had gone bankrupt, another had lost 60 per cent of his trade, and one 50 per cent. All the traders in the street had been adversely affected.

RALLYE MONTE-CARLO

2,050 MILES IN FOUR DAYS: FULL REPORT OF THE PREMIER RALLY OF 1953

MONTE CARLO :

Digne, Berne, Luxembourg, Liège, Amsterdam, Brussels, Rheims, Paris, Bourges, Le Puy, Gap, Digne, Monte Carlo.

GLASGOW :

Llandrindod Wells, Dover, Liège, Amsterdam, Brussels, Rheims, Paris, Bourges, Le Puy, Gap, Digne, Monte Carlo.

STOCKHOLM AND OSLO :

Copenhagen, Hamburg, Amsterdam, Brussels, Rheims, Paris, Bourges, Le Puy, Gap, Digne, Monte Carlo.

MUNICH :

Hamburg, Amsterdam, Brussels, Rheims, Paris, Bourges, Le Puy, Gap, Digne, Monte Carlo.

LISBON :

Elvas, Madrid, Bordeaux, Rheims, Paris, Bourges, Le Puy, Gap, Digne, Monte Carlo.

PALERMO :

Reggio, Rome, Milan, Dijon, Bourges, Le Puy, Gap, Digne, Monte Carlo.



Now that it is all over, many stories will be told of the adventures and misfortunes that befell competitors on the far flung routes shown on this map. As will be seen from the abbreviated route cards on the left, certain parts of the central circuit—the route followed by the Monte Carlo starters—were common to all competitors. The Col de Braus circuit, where so many fortunes are made or marred, is shown on the left.



MONTE CARLO RALLY WEATHER CONDITIONS LESS SEVERE THAN IN 1952 : 346

VICTORY in the twenty-third Monte Carlo Rally went to a Ford Zephyr, driven by the popular Dutch driver, M. Gatsonides, with P. Worledge, of England, as co-driver. Runner-up was a Jaguar Mark VII saloon, in the hands of E. I. Appleyard and Mrs. Appleyard, and third place went to a French Citroen, driven by R. Marion and J. Charmasson. The 1951 third man, C. Vard, from Ireland, in a Jaguar, was fifth behind M. Grosgeat, in a Panhard. Thus three of the first five cars were British—a very satisfactory result.

Fairly good weather had made the road section less difficult than in 1952, and it was necessary to introduce the acceleration and braking test to select competitors for the regularity test. In the ultimate the rally was decided by split-second timing, both in the cars and at the controls, but the calibre of the victory should not be depreciated. Organization, as always, was good, and that full results were not available until Monday was to be understood in view of the final system of determination. These will be found on page 155. Above are the first 15 placings.

Cars line up in the *parc fermé* at the end of the run, beside the harbour and beneath the figure-of-eight structure of Monte Carlo. At another time of year the Principality echoes to the sound of cars competing in the Monaco Grand Prix.

RESULTS SUMMARY

- | | |
|----------------------|-------------------|
| 1. Ford Zephyr 2,262 | (M. Gatsonides) |
| 2. Jaguar 3,442 .. | (E. I. Appleyard) |
| 3. Citroen 2,867 .. | (R. Marion) |

British

Monte Carlo.

JOURNEY'S end : there is the sea, and there the sun striking untoward warmth through the screen and windows as the last, twisting coastal dash from Nice to Monte Carlo is undertaken through the traffic. It's over for another year — the magnificent, adventurous journey, 2,000-odd miles of it, that is the backbone of the Monte Carlo Rally. The mark sheets are up, the special tests and the winners will follow, but on the Friday night it is the road section that monopolizes the conversation.

This year it took slight toll : 253 of the 404 starters finished unpenalized; 93 lost marks (14 of them for being early at con-



4. Panhard 850.. . .	(M. Grosgeat)	8. Jaguar 3442 .. .	(D. C. T. Bennett)	12. Ford Zephyr 2,262 .. .	(T. C. Harrison)
5. Jaguar 3,485.. . .	(C. Vard)	9. Allard 4,375 .. .	(S. H. Allard)	13. Renault 748 .. .	(J. Estager)
6. Sunbeam-Talbot 2,267 .. .	(S. Moss)	10. Lancia 1,991 .. .	(E. Matuella)	14. Citroen 2,867 .. .	(F. Aurisch)
7. Lancia Aurelia 1,991 .. .	(E. Cristillin)	11. Delahaye 3,557 .. .	(R. Cotton)	15. Jaguar 3442 .. .	(R. J. Adams)

Car Wins The Rally Again

FINISHERS OUT OF 404 STARTERS : THREE BRITISH CARS IN THE FIRST FIVE

trols); 54 retired and four were disqualified. Thus the acceleration and braking test became essential to select 100 starters for the Sunday's regularity test; this "seeding" test was, therefore, held on the Saturday after cars had spent the night in the *parc fermé*.

The weather—of paramount importance on this winter journey—had been mixed. High pressure over mid-Europe fought low pressure from the Atlantic with snow, rain and fog as weapons, but mostly fog. It threatened Glasgow starters all the way down through Britain to the Channel, and beyond; it hung round the valleys on an otherwise fine, cold Lisbon route; it was encountered night and morning by the Palermo contingent, though in between it was fine, and the Oslo and Stockholm cars ran into it round Amsterdam, after a snowy, rainy journey southward. Munich cars travelled through it in very low temperatures. On the "main-line" circuit followed by all the cars through France it was always ready to hamper progress until they reached the southerly mountain sections, where the weather mercifully cleared, a brilliant moon and stars bringing a sparkle from the bitter frost that left treacherous ice patches on and off the mountain passes.

Alps Both Ways

The special feature for those who choose the Monte Carlo start is that these competitors make their outward way over the Alpes Maritimes and Dauphin Alps to Geneva; they thus have a foretaste of the last, tough section, although the well-known treachery of mountain weather can make it an inaccurate sample. Garrad thought the section so-so; American racing driver John Fitch described the first night's run as "Fine!" Wilkins deemed it a trying night, packed snow and hard ice from Grasse onwards making for anxiety; the Megève section was particularly bad, though north of Chambéry the route improved.

Certainly the cars coming through Geneva on the morning of the Wednesday were remarkably clean, but the dry weather and freezing temperature supplied the reason, the snow having merely packed under the tyres and not melted. It was grey, with a faint but biting north-east wind; the cars tore along Switzerland's premier route, skirting Lac Leman, on a surface that lacked the ice of 1952 but grew more treacherous towards Berne. Under the occasional sun, ice melts and



Almost down the Col des Lèques and into Castellane, on the final section—the Wolseley of Mitchell and Veitch.

RALLYE MONTE-CARLO

CONTINUED



No need for wipers ; the windscreens of the Lanchester of C. Corbishley and C. Haroman was broken by a snow chain shed by a preceding car.



Another missing screen was that of the Citroen of R. Kissler and H. Molino.

Moment of achievement for a Finnish entry, Barck's and James' Renault, a Stockholm starter. It is passing the summit sign of the Col des Lèques.

runs across the road at the cambered bends; then this freezes up, and a driver must watch that he does not land on ice just as he is hauling round hard.

As usual, the Swiss police were in complete and punctilious control, speeding the competitors through the towns, sometimes on by-pass routes; there was interest, and no animosity, in the eyes of the onlookers. Local traffic gave way at police behest with sporting alacrity; this was very evident in Lausanne, through which the Monte Carlo contingent climbed unchecked; the Palermo starters were to check in there at noon on the next day, January 22.

Swiss Check

The next check for the Monte Carlo contingent was at Berne, where there is always considerable animation, plus ample room for the populace to watch the arrivals and departures. The cars are led round the tree-lined side streets to the site alongside the main-line railway, and it was most unfortunate that the Simca Aronde of J. Revis and M. Brunet collided with a local car at a cross-roads on this entry route; the car was damaged in front, while the local car took the impact on the side, but fortunately no one was hurt. Berne had cleared most of the cars by noon, and the rally had then been under way for something approaching twenty-four hours. The Glasgow starters were across the Channel; the Oslo and Stockholm cars had reached Odense, in Denmark; from Munich they were through Frankfurt; from Sicily they were nearing Rome, and from Lisbon they had crossed the bitter Spanish plateau, through Madrid and Burgos, and were descending to San Sebastian, on the Bay of Biscay—a fascinating convergence.

By midnight on Wednesday the convergence of the routes had begun, Lisbon and Palermo contingents seeming apart from this; they alone did not go far north of Paris. Indeed, the Palermo starters were not through the Simplon Tunnel until Thursday morning, running into Lausanne along the side of Lac Leman, through Vevey and Montreux, to reach

the control about eleven o'clock. They were a small, fast group, mostly Italians, with Alfas, Lancias and Fiats, the last including O. Monaco's and L. Ciolfi's little 570 c.c. station wagon model, which went scudding along in fine style, eventually to arrive with a clean sheet in Monte Carlo. There had been sunshine, but Lausanne control was grey and cold; April's crew stayed in their Alfa with a radio going, but Cristillin stepped from his Aurelia and used an eye bath, while others went for hot drinks.

Amsterdam control reported the passage of the Monte Carlo and Glasgow contingents, and the joining of the Scandinavian and Munich starters, and the merry-go-round had really begun. Gossip round a quiet control at midnight on the Wednesday had been of lost marks from Munich, but these proved to be rumour. Sad news came of the crash of Christie's Sunbeam-Talbot near Liège, with the unfortunate death of a passenger; Banks' Bristol, just behind, was put over a ditch to avoid being embroiled, and was hauled back to the road by the populace after the authorities had been appealed to in vain. Sutcliffe's Porsche from Glasgow had gone out with clutch trouble.

Fame's Fortunes

Well-known personalities checked in at the Amsterdam control. Mrs. Greta Molander's Saab was later than expected; Louis Chiron and N. Mahé, both Monégasques, obviously had everything under control in their Lancia, although they reported troublesome fog round Liège, as did cheery Hans de Rijk (I.F.A.). The Moss team tempted providence by complaining that life was too easy, though with a touching of wood. Porsche teams came and went, German journalist von Frankenberg joking with Wittigo Count Einsiedel, who was co-driver in the winning 1,100 c.c. class car of the Mille Miglia. The Dutch police were very efficient, and soon all the cars were speeding off on the flat, straight highway that led to The Hague; to Brussels; to Paris— to Monte Carlo. It was Thursday morning, about 9 a.m., and at Rheims the Lisbon contingent was about to join up, leading the great convoy.

The Paris control was open from about midday to 9 p.m. Here the news was of fog and icy roads, and, alas, more accidents, in one of which B. E. Bradnack's Jaguar struck a tree, the crew being removed to hospital in Maubeuge. The French capital, like the whole country, was keyed up to the rally excitement; police escorts met the competitors eleven kilometres out and continued with them an equal distance to the south, but even this effort to solve Paris traffic problems proved unavailing in the rush hour, and bystanders derived considerable amusement from the spectacle of guides losing the guided in the circle of the Place de l'Etoile. Last year's first and second crews, Allard's and Moss', received a great welcome; a Scots team arrived with a siren at full blast, the crowd cleaving before it in mistake for a police siren.

Tradition Intervenes

The police were inclined to view this means of progress with disfavour until the team's balmorals were revealed in full splendour, and then the traditional friendship between Scotland and France was reasserted. There was a noise from the gear box of Mrs. Stanley-Turner's Alvis that men like to think is caused only by women, but the crowd's derision changed





Right at the top of the Col de Luens. J. Cremer's and E. Loof's Veritas Nurburg, a German entry. They started from Oslo.

to admiration when the very *chic* crew of three dismounted. Another car arousing great interest was the Australian Holden of Davison and Jones. Risk's Ford Zephyr had no windscreen, the crystals having been pushed out after a flying missile had struck the glass; he had been unable to get a replacement.

By Thursday evening the first cars had passed Bourges; the Palermo starters had at last joined up and the rally was complete. To Clermont Ferrand it is fast, main road motoring; after that it is on high ground, with the crossing of the Montes du Velay into Le Puy, and then the Montes du Vivarais into Valence. It is on this section—Clermont—Le Puy—Valence—that the "Marks Lost" column of the score sheet begins to be filled by entries. It was night; the cold was intense; there was much ice, considerable snow, and high mountain roads alternating with deep gorges where the sun does not penetrate by day to clear even a short stretch; yet there is something to be said for a danger that is continuous as against one that is episodic, except that a tough schedule becomes almost impossible if there are no intervals during which the throttle can be opened.

Navigation

From Clermont Ferrand to St. Flour the route starts on a main road, and then twists off on a minor one; fog was troublesome halfway to the latter town. From St. Flour to Le Puy is a difficult section calling for a skilled navigator to hold the route, especially at night; at least this year there was no new snow (last year the blizzard had struck here); and all the surfaces were gritted. Between Le Puy and Valence there is a choice of several routes; some snake over the dark brown on the map, others nearly avoid it, but in doing so they add some kilometres to the section. It is up to the navigator again, and it is giving away nothing to say that the obvious route is never the best, being very

twisty and exposed to all the weather that the high summits impose. At least some of the cars took the northernmost loop round Montfaucon and Bourg-Argental, and profited as a result.

Penalties Mount

Moreover, on this section the roads are less well defined and made than on the more popular and busy routes farther east, and tired eyes are not the best with which to pick out indistinct edges. Consequently, there were late arrivals at Le Puy,

and more at Valence, and even on this "easy" rally crews so penalized felt that there was something malevolent in the way that the rough stuff was buried at them on the night before the finish. Very few competitors are lucky enough to get much assistance from daylight on this section (Le Puy control opens from around midnight to 9 a.m.) and just what happens under cover of the dark could be discovered only if four hundred drivers were prepared to make solemn statements of fact.

And so they crossed the Rhône Valley,

Competitors bunched on the down slope from the Col de Cabre towards Asprès-sur-Buech. Among them are Watkins' Allard and, at the rear, the Alvis saloon of Mrs. Dorothy Stanley-Turner with feminine crew.



RALLYE MONTE-CARLO

CONTINUED



Palermo starters had a control at Lausanne, in Switzerland. Here are Capelli and Longo, Fiat 1900.



Sheila Van Damm was runner-up for the Coupe des Dames despite the extreme misfortune of puncturing a tyre during the regularity test. Below: Through the town gate at Morat come Spiliotakis and Papamichael in their Jaguar Mark VII.

heading eastwards once again for the Dauphin Alps and the route south over the three cols that take the rally over the Alpes Maritimes. But first there was the Col de Cabre as a hint of what might follow. From Valence there is a wide valley of the Rhône to Crest, which is at the mouth of a narrower and narrowing one of the River Drôme through Die and Luc-en-Diois; beyond Luc-en-Diois lies the pass, a swooping climb through great boulders, over the summits and into the valley of the Buech.

By four o'clock on the Friday morning the first car was thrumming through the narrow main street of Luc-en-Diois; from then on the stream did not cease, and as the col was climbed there was an ethereal scene behind as the white and yellow lamps of the cars flickered to and fro over the snow. It was bitterly cold, and on the hairpins the ice gleamed like a virgin rink. Towards daylight the inevitable happened and a Healey ghosted sideways and was securely ditched; fortunately other cars were able to get by, and the Healey later continued.

Sun and Shadow

The sun rose and threw a pink light on the eastern side of the pass, a long descent into Aspres-sur-Buech. By daylight the ice could be seen and, in any case, on this, the sunny side, there was much less of it. The dangers of mountain motoring depend so much on sun and shadow. The roads straightened out towards Gap, and although there was much frozen snow and some pure ice, competitors were able to make up some time. Outside the town were the Jaguars of Glasgow and Croll, and the Appleyards, and the Sunbeam-Talbot of Imhof, enjoying a brief halt; the control itself was in a main street and was still gloomy in the early light. By this time about half the cars had reached Gap, including all the Glasgow survivors. There was notable enthusiasm from onlookers; in Aspres-sur-Buech, in fact, the street had been lined with cheering crowds.

As far as Digne—where the control was, as usual, outside the Hermitage Hotel—the motoring was main road with freedom from weather treachery. Then came the

spectacular gorges near Barrême, and then the first of the Maritime cols, the Col des Léques. But compared with 1952 it was a benevolent Col des Léques. Down in the shade at the foot there was ice, and drivers needed, as always, to watch their tracks, but all in all it was an exhilarating climb rather than an anxious one. The great valley echoed with the horns, and it was noticeable how the high-pitched Continental horn carried compared with the mellifluous of British examples.

Experienced Techniques

Drivers showed their skill and experience by their methods. Mrs. Lola Grounds shot up in her black Austin; some distance back was the Irish Volkswagen of Collen and Fitzsimmons; the Sutherlands' Riley slid vigorously and was corrected with precision. Day's and Hartley's big Humber looked a little ponderous for the hairpins, but the Appleyards' Jaguar, with Ian at the wheel, showed that width is no deterrent to the expert. Imhof and Baxter shot briskly through the rock arch halfway up the col and there is no doubt of the ability of Sunbeam-Talbots to respond to a rally's demands.

They topped the summit at 3,788ft and began the long, winding descent down to Castellane, from which the mighty rock that distinguishes the town looks like a child's sand castle. Bontemps and Protzen's Borgward from Germany made a rapid down-trek and the Bennett's Jaguar was pressing Korppoo and Pulkkinen's similar machine from Finland. Jonsson and Burgess' Volkswagen from Sweden was not far behind, and that, in turn, was followed by Sukki's Simca Sport, another Finnish entry; what an international affair it is! Down in Castellane Picon and Escarras' Little Renault, announced by an excited scream from a tiny French child, slid to a standstill amid a round of local applause, then buzzed off again, up out of the village for col number two, the Col de Luens.

The great rally leaves unforgettable small pictures behind. The early afternoon sun was brilliant from a sky of mountain purity, turning the snow into a painful dazzle for the eyes. As if to match the

Chantrel and Villeneuve in their Peugeot speeding over the Col de Valferrière.



JANUARY 30, 1953

serenity, Messieurs J. and P. Lucas came climbing up in their Henry J. Kaiser, swiftly and silently, with the passenger sitting, arms folded and sky-blue shirted, for all the world as if he were on an afternoon trip from Nice instead of the last day of a gruelling rally. There was more urgency in the tight formation made up of Vilrein's Citroen, Vard's Jaguar and David's Peugeot, all pressing upwards together. But the col itself was benevolent, and once more there was enjoyment rather than otherwise in the ascent. So, too, for the less pronounced pass that precedes the last great descending to the Mediterranean, the Col de Valferrière. The hot sun poured into cars, the snow wilted away under it, and on dry tarmac the survivors swung down the long, gentle gradients; you could look back and see them, spaced down the mountainsides, all travelling at the high speed that the road permitted, and rarely gaining or losing on each other.

And so they came into the little Principality that organizes the greatest rally in the world. The sun dropped over the Pillars of Hercules, the night came rushing out of Suez, the closed park assumed tranquillity as tired and dishevelled crews left their cars for sleep and relaxation. That there had been many clean sheets was obvious, and the high number took no one by surprise. So the provisional acceleration and braking test became an essential, in order that the select 100 might fight it out finally in the regularity test on Sunday.

Eliminations

This was the usual accelerate, brake between pylons, reverse back over braking line, forward to flying finish; the complete test was over 275 yards, the crucial line lying 220 yards from the flying start. As usual, some competitors threw away their chances by not studying the regulations and consequently reversing back farther than necessary. But the impressive thing was the evenness of braking after the gruelling 2,000 miles of road. There were unfortunate mishaps: the half-shaft of a Porsche went, and D. O'M. Taylor (Austin) had a fan spindle break, the engine overheating and refusing to respond to the last acceleration demand. Sydney Allard made fastest time, and Warren's Riley was notably good; once more the drawback of the steering column gear change between first and reverse was evident. For most of the day (Saturday) the cars squealed up and down the Quay Albert I, and at last the chosen 100 were named:—

Afia Romeo: P. Aprile, R. Lanza di Trabia. **Allard:** B. H. Allard. **Fastest time:** Austin: T. G. Shirley. **Best Bentley:** W. E. C. Cooper. **Bergeraud:** J. Cremon. **Citroen:** J. Lacoste. **J. Vilrein:** F. Loustaunau-Lacau. **H. Marion:** A. Pouchol. **F. Auricach-Dethay:** R. Crovetto. **R. Ghenguere:** R. Cottac. **Ford:** J. Kvarnstrom. **M. Gastonides:** R. E. Nelleman. **T. C. Harrison:** U. Lamminen. **P. White:** J. Hartley. **H. Malley:** A. Meredith-Owens. **Holden:** A. Davison. **Horch:** B. Delbrill-Berges. **J. Cohade:** M. Worme.

Jaguar: C. Wick, C. Vard, E. Lestrage. **T. Sloper:** R. Adams, D. C. Bennett, E. I. Appleby. **J. Sosa:** J. Jewett. **M. Bequart:** H. L. Brooks. **A. Foster:** F. Grounds, J. Latune. **Legends:** B. O. Macarthur-Filgate. **Lanchester:** C. Corbinley. **Lea-Francis:** C. Gattlin, E. Maule, L. Chiron. **Mercedes-Benz:** K. Breitler. **C. Raven:** O. Lehmann. **Nash:** J. Dewas.

Panhard: J. Massé, J. Guigou, M. Grosjean. **G. Guyot:** J. Cottet, A. Blanchard, J. Dannenmuller. **Poquet:** I. Anderson, S. Skawinski. **J. Heidendaal:** **Porche:** R. von Frankenburg. **W. Engel:** W. Löffler. **R. Cudell:** **Rennhoff:** R. Schermann. **L. de Ruyter:** R. Arribalzaga, R. de la Rosa. **E. Heffrich:** Mme. Pochon. **Tatayer:** Riley: L. Sims, A. P. Warren, R. P. Lane, T. W. Dargue. **G. J. Fenner:** J. Bremmer.

Sims: J. Morin, R. Loyer, J. Maurel, K. Bryde. **Standard:** D. S. Done. **Sonneborn Talbot:** P. C. Harper, B. Moss, E. Maguire, G. H. Hartwell, L. O. Johnson, C. Edge, R. H. Murdoch, C. B. Miller, N. G. Goss. **T. H. Kenney:** J. H. Kenney, P. H. Bolton. **Miss B. Van Dam:** A. Fraser, R. Pownall, A. G. Imhof, C. Cooper. **Vauxhall:** G. Turnbull. **Volkswagen:** T. Koks.

On Sunday morning the air was listless



A Ford Comète from Finland, climbing the Col des Lèques. The entrant was U. Lamminen and the car started from Stockholm.



The Sutherlands' Riley taking the icy Col des Lèques in fine style. Below: A Henry J. Kaiser on a French col—the Lucas crew, J. and P., climbing the Col de Luens.



RALLYE MONTE-CARLO

CONTINUED

over Monte Carlo; yet it was charged with the electricity of suspense. A soft rain fell, which might favour the top line drivers like Moss, Becquart and Louis Chiron. What would the set speed be? Up at the start of the regularity circuit, above Beausoleil, it was posted up almost at the same time as the first convoy of cars came up from the sea front: 47 kilometres per hour, 29.2 m.p.h. Well, it was anybody's guess.

The wings of the cars were yellowed, giving the line a curious similarity to an export convoy making for the docks. The rain fell insistently, the road surface was now fairly wet; officials had departed for their stations round the 46-mile circuit. The waiting eye was caught by trifles;

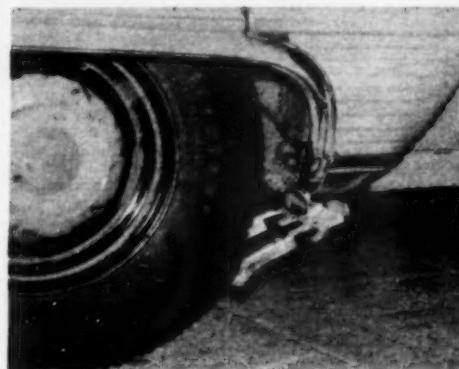
the fragments of Corbishley's windscreens, still lying on the bonnet of the Lanchester. Nights must have been chilly for them, since a flying snow chain link demolished the glass.

Ten o'clock, and the first car was away, climbing the hairpins up to La Turbie; that is where the difficulty of this test lies, in the maintenance of the average up the zig-zag climb. Small cars are hard put to it, but can be flung round the hairpins; big cars have the power, but are not handily cornered. Spectator value is at a discount. Once you have absorbed the deformed tyres, the slide of spinning wheels, the navigators' obsession with their watches and the abrupt rises in engine speed as the driver changes down, the rest is the rest—and the weather, of course, which by half past ten was clearing up, to be followed by bright sun and dry roads.

Driving varied from the polish of Moss, who seemed in no hurry on the early hairpins, through the over-anxiety of Sydney Allard on the first corner and the wild skid of police driver Skeggs on the fourth bend, to the incompetent crash of

gears that was occasionally heard, and that can be ascribed only to examination nerves.

The bitterest blows fell on two potential winners—Sheila Van Damm, strongly in the running for the ladies' prize, and Marcel Becquart, who is always capable of winning a rally. Miss Van Damm's Sunbeam-Talbot punctured a tyre, caus-



Both rear wheels of L. Dufour's Oldsmobile were fitted with pronged ice-snow scrapers; two of the prongs have broken off.



The attitude of this Jowett Jupiter on the hairpin at La Trinité indicates the severity of the regularity circuit. The car is that of H. L. Brooke and W. Pitcher. Below: Mishap outside the Berne control on the morning of January 21; Revis' and Brunet's Simca Aronde was involved in a minor affray with a local car. Charrier and Merceron (Simca) feel their way past.

ing a two-minute delay for the wheel change, and Becquart's fan went through the radiator, leaving him sitting forlornly in a derelict Jowett Jupiter on the Col de Braus. So it went on all morning, punctuated towards lunchtime by the extraordinary spectacle of Anderson's Peugeot stopping on the first climb to fill the radiator from a bucket placed outside a villa in readiness. Finally, the last man came in, and 100 crews spent an uneasy afternoon arguing about the might-have-beens.

At nine o'clock the tension was flat: Maurice Gatsionides had won the twenty-third Monte Carlo Rally, driving a Ford Zephyr.

Inspecting Survivors

As always with the great winter rally, spectators found it fascinating to walk round the cars at the various controls, noting the ingenuities of crews, evidenced by special fittings. Some hinted at drawbacks of particular models, or perhaps merely at mistrust on the part of drivers; for instance, many of the little French cars had their bonnets secured by rubber luggage "spiders," as if it was feared that the rough usage would flex the bonnet until it sprang away from the catch. "Bug deflectors" are the done thing for rallies, car after car having one. Dr. and Mme. Angelvin viewed life through a blue-tinted screen on their Aronde; several cars (Mme. Rouault's Simca was one) had very low-mounted hooded fog lamps, while Gatsionides' had a vast hood for two Lucas fog lamps, sticking out like a cow-catcher from the front of his Zephyr. He also started with a sprig of Mediterranean mimosa on the bonnet, and three defrosters in sharp contrast.

Two interesting ideas were tried out against skidding. One was a tube which, at the behest of the passenger, discharged sand under the driving wheels, an idea borrowed from the 8.15 to the office; the other was what might be termed a sprag, which hinged down just ahead of the rear wheels. This was a stout fork, the idea



being that at the first sign of sliding the passenger should heave hard and apply the tires to the road surface to restore the grip. Whether it was an unqualified success was not determined, but the absence of two of the tires on one example might be regarded as significant.

Of the hard luck stories, that of Mrs. A. Needham's Sunbeam-Talbot must take the palm. A tyre punctured near Montluçon, and they pulled in to the side for repairs, alongside and close to the ditch. The jack broke and the car fell sideways into the ditch, so thoroughly that the unfortunate crew were benighted in it. The best humorous incident concerned the car that braked heavily, causing the roof rack (with luggage) to hurtle forward and toboggan off on its own ahead of the bonnet!

Protests Turned Down

There were four protests against penalties, not upheld, and a curious episode resulted in the disqualification of a Mercedes-Benz (M. E. Becker) from Lisbon under the rule forbidding accompanying cars; a similar car (R. Becker) had scratched from Munich. Another disqualification was the result of a lynx-eyed official who recognized one car as a 1953 model of which the requisite number had not been produced.

The international atmosphere of the rally is everywhere evident, and often is given a piquancy by entrants' foibles. In wintry mid-Europe, which might be said to differ from Siberia only in that one is free to drive in motor rallies this side of the Urals, it was strange to read "Madagascar" across the rear windows of Chantrel's and de Villeneuve's Peugeot, and to observe the A.C. de Madagascar pennant flying from the roof peak. Likewise the Irish flag had a strangeness of colour, along with the international EIR plate in the lettering of the country on O'Flaherty's Volkswagen. A British Mark VII Jaguar under French TT plates proved to be Señor F. Roque Rivero's from Spain.

There is humour in the rally all the time. The Jaguar driven by the Americans Spiliotakis and Papamichael came into Berne with "Roger le Tueur" scrawled in the dust on its flanks; but the former is K. and the latter N., so the libel remains unexplained.

Swiss Satisfaction

In Switzerland, where the attitude of the populace towards rallies cannot be taken for granted, driving was orderly, and fast only between towns; outside delightful old Morat an official of the Swiss club was observing competitors' passage through the town. In 1952 there had been complaints, but this year he expressed himself well satisfied. It is to be hoped that the example of a French Delahaye in having its rally number painted on the sides, Alpine fashion, will not be copied; this is too suggestive of racing practice. This car, driven by Ghesquiere and Faure, has a magnificent Chapron body and wire wheels, on which the chromium name-plate "Pin-up," if apt, is hardly dignified!

On Monday the *concours de confort* took place (result page 155) and on Tuesday the distribution of prizes. The rally terminated with the grand reception on Tuesday evening, so that not until Wednesday did most of the cars turn their backs, reluctantly as ever, on the famous resort that never seems quite to have escaped from fantasy.



J. la Gerda's Citroën at La Trinité during the regularity test. The approaching car, another Citroën, is a reminder that the road is not a closed circuit.



Passing a memorial to a member of the French Resistance forces at La Trinité is the Sunbeam-Talbot of Norman Garrad. Below: M. Bequart's special bodied Jowett Jupiter on the climb to La Turbie on the regularity circuit, before he retired because the fan intruded on the radiator block.



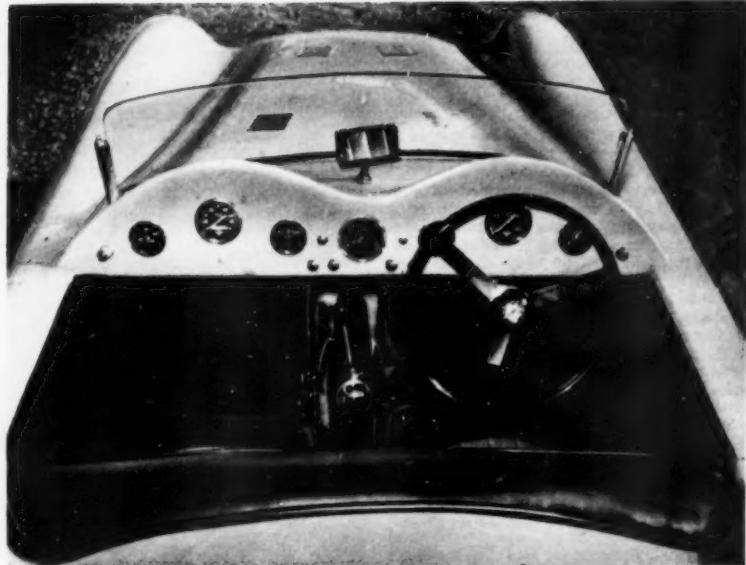


The Vale sports car, with a glass and plastic body designed for the M.G. chassis. The designer is Vale Wright, of Berkeley, California. Approximate price for the body alone is \$700.

NEW BODY MATERIALS

BUILDERS of sports and semi-sports cars in America are gradually adopting glass-reinforced plastics as a material for body construction. The outstanding reason for the use of the synthetic materials is the simplicity with which they can be handled in limited production.

As is widely known, metal bodies cannot be produced cheaply by hand. Before the



RECENT AMERICAN

USE OF GLASS-REINFORCED PLASTICS

operation becomes economically feasible, dies must be purchased. This investment is beyond the financial capabilities of the small makers. No dies are required for plastics.

The M.G. chassis is the basis for two of these plastic creations. Vale Wright, of Berkeley, California, has designed one, a roadster body. The other, the Atlas, which is a Southern California product, is a closed body modelled on the Cisitalia. The makers of the Atlas are also preparing for production of a roadster for the M.G. chassis.

No price has yet been established for the Vale body, but its designer estimates that \$700 (£286 approximately) will cover it; the Atlas is supplied for \$685. The buyer must install the body on his own chassis and provide the colour coats of cellulose.

The American Crosley serves for two other plastic bodies—the Skorpion and Super Skorpion. The Skorpion, as a roadster kit only, sells \$445 (about £159). The Super Skorpion, designed for the

longer Crosley super sports chassis, costs almost \$700 and is fully equipped. The Crosley engine is America's smallest—750 c.c.; for those who want more power a Ford V8 engine may be installed in the Super Skorpion.

Many of the hot rods that competed at Bonneville speed trials in 1952 were equipped with plastic bodies. One of them, the Bob Estes Mercury, returned to Bonneville after the hot rod runs and made International Class C records for the flying mile and kilometre and national U.S. records for the flying mile and kilometre and standing mile and kilometre. Three other streamlined record cars at the speed trials had plastic bodies. These were not beautifully finished, but for records beauty is not essential.

Most ambitious project yet announced is the building of 2,000 semi-sports cars by Kaiser-Frazer, already recorded in *The Autocar*. It was designed by Howard Darrin and looks most impressive. One of its most unusual features is a sliding door.

General construction details of these cars are no secret, though most builders keep their specific techniques to themselves. A cross section of a body panel reveals two layers of glass cloth and one layer of glass mat. The mat is sandwiched between the layers of cloth. All the strength of the body lies in the reinforcing material, the resin serving primarily as a substance to hold the glass in place.

Body panels are "laid up" by hand in recessed moulds, which are reverse patterns of the body panels. The cloth, or mat, is cut to pattern and laid in place. The operator then pours liquid resin on the glass until it is completely saturated. When the three layers are finished, the body panel, still in the mould, is cured. It will cure by itself at a temperature of 24 deg C, but a shop usually has an oven where the curing can be hastened at about 75 deg C.

Engineers in the plastics industry point out that car bodies are not the ideal application of either glass fabric or resins.

THE AUTOCAR, JANUARY 30, 1953

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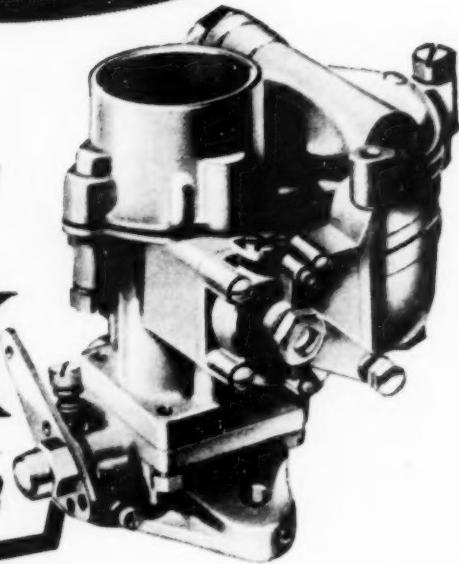


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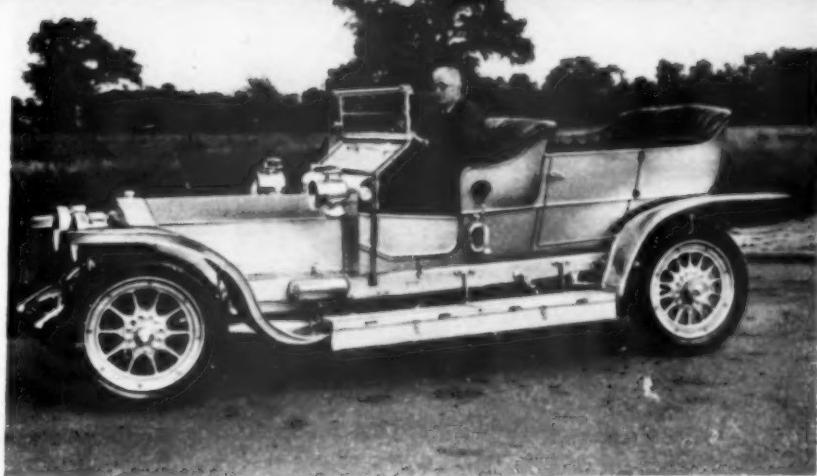
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THE



IMMORTAL THOROUGHBRED

TWO GREAT CARS OF THE PAST WHICH ARE STILL ON THE ROAD, A SILVER GHOST ROLLS-ROYCE AND 40-50 H.P. NAPIER

Visible on the dash of the Rolls-Royce are the oil gauge and the two ignition switches, one for the magneto and one for the coil. The gear and hand brake levers will be noted, and the speedometer, which has a second hand to record the maximum speed achieved during the run. The dial on top is a trip mileage recorder.

than at the front, but the tyres were subsequently altered to the same size all round so that only one spare wheel and tyre need be carried.

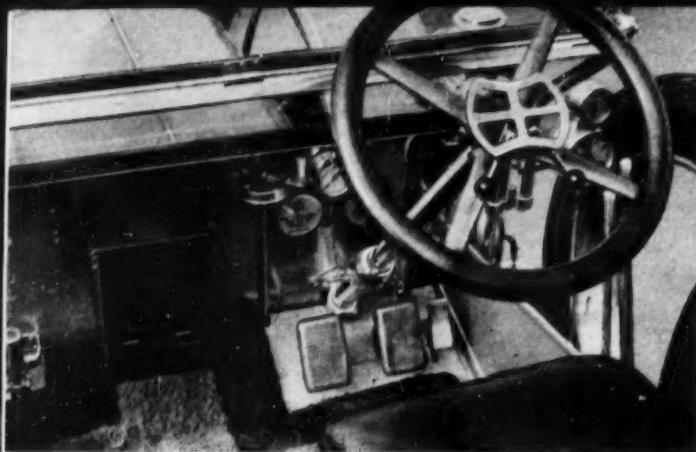
This particular car was the hero of the exploit which gained immense fame for Rolls-Royce when it ran from London to Edinburgh on top gear. Apart from the excellence of its mechanical design this model marks an important stage in car history, for it was one of the very first to be conceived as a motor vehicle, not as a horseless carriage, and every detail of the design bears evidence of that relentless search for perfection which was already establishing the Rolls-Royce reputation. On the scuttle are silver-plated oil lamps made specially for C. S. Rolls, while the head lamps are Lucas King of the Road acetylene projectors fed by a plated cylindrical generator on the running board.

The front suspension is by half-elliptic springs, while at the rear there are two half-elliptic springs, the rear ends of which are shackled to a transverse half-elliptic spring supporting the body. In the driving compartment the gleaming array of plated levers and switches works with the precision which has always characterized the product. On the right are two tall levers, one operating the gears and the other the hand brake. The gear change has a gate in which the four speeds are conventionally arranged at the extremities of H-shaped slots, and reverse is engaged by a further movement beyond the first speed position. In this car fourth speed was geared up to give the effect of an overdrive, which was specially designed to cut down the fuel consumption when driving fast on long Continental runs, when filling stations at that time were few and far between, but in practice this ratio turned out to be rather noisy, an unfor-giveable fault on a Rolls-Royce car, and it was subsequently abandoned.

The geared up top is found in all the gear boxes made at the original Manchester works, but on some of the later ones the gear gate was blocked so that it could not be engaged. When the organization moved to Derby a conventional four-speed box with direct drive on top was substituted. Silence nowadays is a thing to be praised for the comfort and pleasure of the occupants, but in the early days it was desirable for an additional reason; it helped to avoid startling horses which were all too ready to take fright and bolt when they encountered a motor vehicle of any kind. A driver who has had more experience than most with the Silver Ghost maintains that the horses eventually learned to recognize it and would bow rather than bolt, but then he is a special Silver Ghost enthusiast.

FEW people pass the Conduit Street showrooms of Rolls-Royce in London without pausing to admire the Silver Ghost Rolls-Royce which is usually on show there, competing strongly for attention with the latest models forty years its junior. The engine of this car was the subject of a special design study by Max Millar in *The Autocar* of December 19, 1952, and a member of *The Autocar* staff recently enjoyed a rare opportunity to drive this car on the road. It is not driven very much nowadays, for the very good reason that, as one of the first cars made and still maintained in faultless original condition, it is quite priceless. Many very high offers have been made for it, but there is not the slightest prospect of any of them being accepted.

Usually the driving of an old-time automobile in London is an amusing experience, enlivened by the jests and witticisms of passers-by, but the general reaction to the Rolls-Royce is one of awed admiration. With its immense length, high seating and gleaming silver plating it is a truly magnificent sight. In all its mechanical essentials the Silver Ghost is exactly as it was when first made over forty years ago, but there are one or two modifications added soon after the date of original manufacture, which the purist would note as not belonging to the first series. However, they, too, have long since been sanctified by usage and could not really be considered as modernizations. Notably they include a folding adjustable windscreens and detachable Warland rims carrying beaded edged tyres. These rims slide over the outside of the wooden wheels and are then held in place by flanges which are added at each side and secured by a ring of bolts passing through the wooden wheel. The first few cars built, including this one, had larger wheels at the back



This view of the Rolls-Royce Silver Ghost dash shows the handsome mahogany box housing the ignition coil. Alongside it are two levers working in quadrants, one controlling the oil flow from the reserve tank to the sump and the other operating the carburettor jet control. On the steering wheel are the hand throttle and ignition controls.

THE IMMORTAL THOROUGHBRED

On this early model driving in England is confined to the first three speeds. Even to one accustomed to being pampered by the modern car, the Rolls-Royce is surprisingly easy to drive. It has to be remembered that it was intended to be driven mainly by elderly coachmen who had been persuaded by their employers to turn from the horse to the petrol motor, but who frequently had no knowledge of mechanical matters and very little desire to learn. Therefore, although this was long before the days of synchromesh, every effort was made to make the driving as easy as possible. Most important is the governor which allows the car to be restarted on a hill with uncanny ease. The procedure is simply to set the throttle to a brisk tick-over by the lever at the centre of the steering wheel, hold the car on the foot brake, engage gear and then release the clutch pedal. The governor opens the throttle as the engine takes up the load and the car moves smoothly away at practically constant engine revolutions. It is an extraordinary experience which shows up many modern cars in a most unfavourable light.

Gear changing at first seems an awesome task, especially as one cannot avoid the thought that even a momentary clashing of gears on such an irreplaceable and priceless old car would be an unpardonable fault. In fact, the designers had already thought about this, too, and if one misses the gear it is only necessary to release the clutch and "feel it in." The governor looks after the throttle and ensures that the gears can be meshed smoothly when the speeds are adjusted. This is an operation which is no longer possible in a modern gear box; but the gears on the old Rolls-Royce are actually located by a gear lever which is spring loaded to engage in indentations in the gate. There are none of the balls and

sockets which come between the modern gear lever and the gear wheels, and one can, therefore, really feel the gears into engagement with a sensitive hand, without making an unpleasant noise.

Those who maintain that cars have changed, but not necessarily for the better, in the past forty years will find some support for their views in the steering of the Silver Ghost, which is remarkably light and sensitive and requires only three-quarters of a turn from lock to lock. It must be admitted that this is a little disconcerting on first acquaintance and even those accustomed to the car find that discretion is desirable when going round roundabouts or negotiating sharp corners, as an excess of speed may result in the car taking a sharper corner than the driver had intended. However, it is not, and never was, a car to be thrown about; it is a noble carriage for the gentry, and bowls along delightfully at about 40 m.p.h., which in pre-tarmacadam days on rough, rutted and dusty highways must have been fast enough for anyone.

In the early years of the century motoring had been above all a sport and an adventure, and the veteran car run to Brighton each year puts on show the light, noisy, and often unreliable vehicles which provided so much fun and amuse-

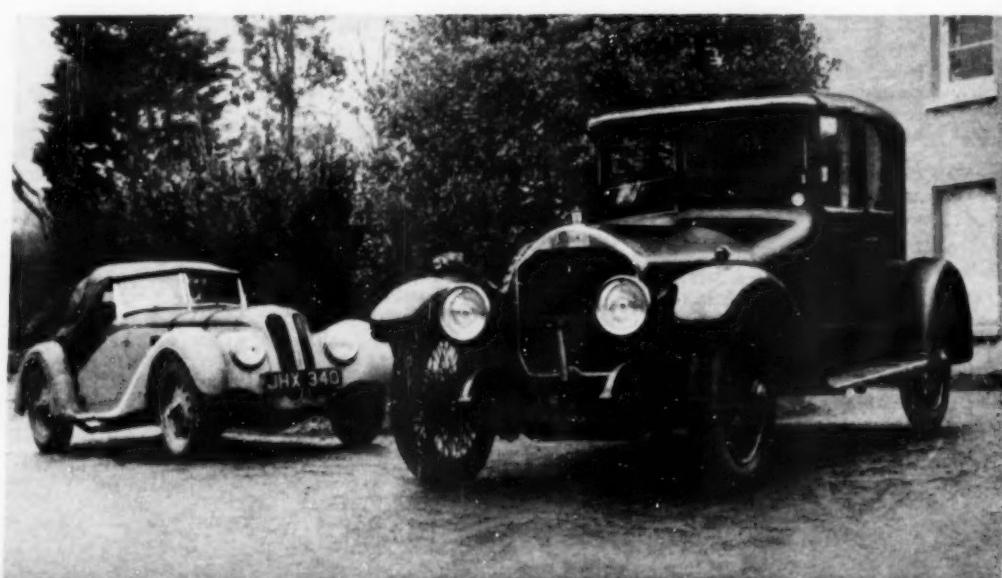
continued

ment for the early enthusiasts. The Silver Ghost was intended to eliminate all the precarious and exciting element from motoring and to provide quiet, reliable, comfortable driving. It represents the high watermark of achievement in this respect up to the outbreak of the 1914-18 war.

The supremacy of Rolls-Royce in the fine car field was, of course, no foregone conclusion. It was enjoyed only by dint of long and arduous effort against considerable competition, and one of the strongest challengers was the Napier, which, under the energetic direction of S. F. Edge, recorded many brilliant achievements in international racing and established a long series of important endurance records. For many years the Napier strongly challenged the Rolls-Royce for the favour of the most discerning car buyers, and the run on the Silver Ghost called to mind an earlier experience with a beautifully preserved example of the 40-50 h.p. six-cylinder Napier owned by Ronald Barker, who now edits the entertaining bulletin of the Vintage Sports Car Club.

This car rightly belongs to the immediate post-war era, for the design embodied much experience gained by the Napier company in aero engines during 1914-18. The six cylinders, 4in bore by 5in stroke (101.6 x 127mm) together with their water jackets and the crank chamber, are formed in one aluminium alloy casting, steel liners being shrunk into each bore. The sump and the lower half of the clutch housing are formed by another aluminium casting, and the pistons are also of aluminium, expansion of the skirt being controlled by two steel rings. At the front of the engine elegantly proportioned castings conceal the vertical shaft which drives, through the medium of interposed fingers, the single overhead cam-shaft operating vertical valves set in line in the cylinder head.

The hood of a modern sports car barely reaches the level of the scuttle on the monumental 40-50 h.p. Napier. The front axle is double cranked to clear the sump and the detachable wire wheels are secured by centre-lock nuts operated by a C-spanner.



Twin sparking plugs project horizontally into opposite sides of the combustion chamber, one set being operated by an ignition coil and distributor and the other by a magneto. On top of the camshaft cover is an air pump operated by the valve gear, which maintains pressure in the fuel tank to force petrol through to the carburettor. The drive is taken through a dry single-plate clutch to a separately mounted four-speed gear box with direct drive on top gear. Suspension is conventional at the front with half-elliptic springs, and the rear axle is attached to the trailing ends of very long cantilever springs enclosed in leather gaiters. The final drive is through the torque tube, the front end of which is carried in a trunnion mounting with two restraining springs which oppose the deflection of the tube under transverse axle movements and therefore exert some degree of roll control.

The whole car is beautifully made and the engine is specially fine, with a seven-bearing crankshaft having hollow main journals and crankpins. Carburation is by an interesting early S.U. instrument which incorporates an auxiliary pilot carburettor for starting, and what with this and the air pressure fuel feed, starting from cold is quite a ritual, as disclosed by the following extract from the instruction book :—

"To Start when the Engine is Cold."

1. Pump up pressure in petrol tank to between 1½ and 2lb per sq in by means of the hand pump on the dashboard. Turn on the petrol tap.

2. Set the pilot throttle lever on the steering wheel full open, the spark lever fully retarded; turn the pilot jet starter valve to closed position and switch on both ignitions.

3. Slowly depress the starter motor switch fully, when the engine will turn.

"With the engine turning, open the pilot jet starter valve slowly, until fully open, when the engine will start.

"Release the starter motor switch immediately.

"IT IS VERY IMPORTANT that the starter motor switch be depressed slowly. This switch has two positions. The first causes the starter motor gears to engage with the gears in the flywheel. The second turns the full power of the batteries into the starter motor.

"If the switch be depressed suddenly so that the starter motor is developing its full power before the gears are fully engaged, damage to the gears may result.

4. Set the pilot throttle lever on steering wheel so that the engine runs slowly. Switch on the dynamo."

For starting when warm one proceeds in a similar way, except that it is unnecessary to use the pilot jet starter valve. At some time during the foregoing proceedings it will usually be found that the engine has come to life and we address ourselves to the matter of driving the car. For manoeuvring in a garage the small pilot carburettor is quite useful, as the hand throttle can be set to a position where the engine generates enough power without using the main carburettor. At first the engine controls do give the impression of a fair amount of complication, but when the engine is warmed up the car is surprisingly simple to drive and the high seating position gives the driver a wonderful view not only of the whole front end of the car, but also way out and over the hedgerows into the surrounding country.

The engine compartment of the Napier discloses a gleaming array of polished aluminium, brass and copper. The S.U. carburettor with the separate auxiliary unit for starting can be seen, the piston being housed in the sloping casing in the centre. Beside each of the sparking plugs is a priming tap by which a small quantity of high-grade fuel could be introduced into the cylinders for easy starting. The left-side view shows the graceful housings concealing the camshaft drive. On this side the second set of sparking plugs is visible, and in a row are the electrical distributor, dynamo and magneto, all sharing the same drive.



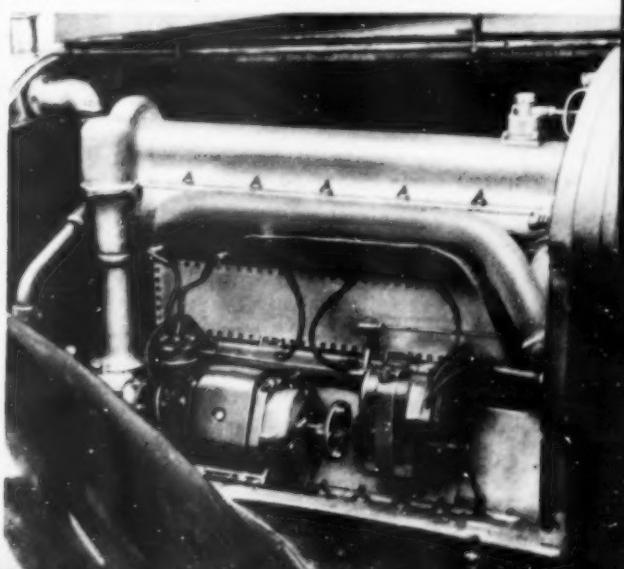
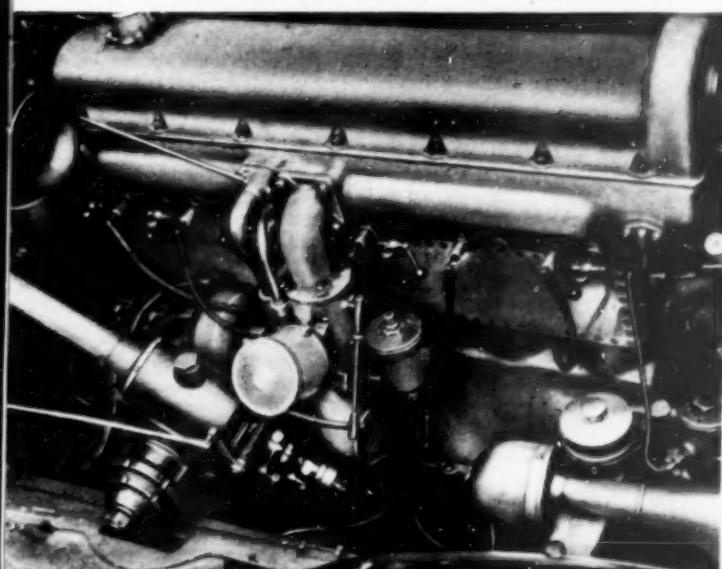
In the centre panel on the Napier are the petrol pressure pump, magneto, battery and lamp switches, pilot jet starter valve control, fuel gauge, ammeter, voltmeter and oil gauge. On the steering wheel are three levers controlling the pilot throttle, the ignition advance and retard, and the carburettor mixture.

The big, separate seats at the front have deeply curved cushions and back rests which savour more of the club armchair than of a car, and the interior equipment, in spite of its age, still conveys a splendid impression of luxury. Particularly pleasing is the fine lining to the interior of the hood. The big engine with its 6½ litres of swept volume is delightfully smooth and flexible, and for practical purposes there is little need to use more than two speeds out of the four-speed gear box, employing second in traffic and switching to top on the open road. First gear is necessary only in extreme conditions, as the car starts quite happily on second. The controls, even now, work with the kind of smooth, precise action which testifies to sound design and good workmanship thirty years ago, and the gear change, although it requires a certain amount of judgment, can be speeded by the use of the clutch stop.

The brakes, like those on the pre-1914 Rolls-Royce, are designed for more leisurely driving methods than those employed today, and on all these old cars one can be embarrassed by owners of modern small cars who suddenly dart in front and then cram on their four-wheel hydraulics regardless. But used as the makers intended, they are adequate to the car's performance and on the Napier there are some interesting mechanical refinements. The rear brakes have no back plates, but they incorporate an arrangement to maintain a constant leverage in the linings. The hand brake is an extraordinary contracting type on the transmission.

To drive these fine cars of an earlier era is a rare privilege which few achieve. It is not only a useful discipline for the driver brought up on more modern cars; it also engenders a great respect for the painstaking and conscientious workmanship which went into them.

G. W.



CAPITAL "L"

THE DIALOGUE OF LESSON FIVE

"I WISH you knew your left from right," he said.

"So do I," I said.

"How do you usually tell which is which?"

"If you really want to know, I try signing my name and whichever one can't isn't my right."

"Is that what you were doing just now with the gear lever, when I told you to change down for the corner?"

"Yes." (It wasn't really, but I didn't want to go into explanations. I crossed my fingers as I said it.)

"Do you hear the noise the gear box makes when you handle it?" he said.

"Which one, the long screech or the short sharp crash?"

"Both," he said.

"Yes, I hear them," I said. "I'm not deaf."

"That's what comes from giving it too much beef."

"Beef?" I said.

"Yes, beef."

I looked uncertainly at the ugly black top of the gear lever and then up at him.

"You know, beef-push." He started flexing the muscles of his arm nearest to me.

"Oh—I see."

"All your movements when driving must be firm, but gentle and relaxed. Do you ever feel like that?" he said.

"Sometimes."

"When?"

I had to think for a while.

"Sunday morning breakfast—or Bank Holidays."

"Well, then, let's pretend it's Sunday morning breakfast."

"But it's not," I said.

"But we'll pretend it is—just to get you gentle and relaxed."

"Now, the windscreens the Sunday morning paper, and we're reading it the whole time, and our hand signals are when we have to pass things across the table."

"All right," I said. (It isn't like that a bit, because we all reach, and none of us can read the paper because the baby has to look at the pictures.) But I didn't want to spoil his game. He seemed at last to be enjoying the lesson.

"It's Sunday morning, and there's a boiled egg for breakfast. We'll start the car in that frame of mind."

"Yes," I said. "Neutral—switch on—starter—clutch—first—little throttle—release hand brake—ditto clutch gently—more throttle." (I could say it all like a mechanical parrot.)

"Now we'll do it, shall we?" He smiled carefully.

I swung the car into a rapid start. A bus lumbered past my ear. He grabbed the wheel to give me less draught from the bus.

"Thank you so much," I said, to show I didn't mind his taking over without warning.

"That's what comes of forgetting your third eye," he said.

"Third eye?" I said.

We were doing a nice fifteen. I had got the "grater" from second into third.

"The eye in the back of your head."

I stared at him.

"Better look at the road when we're on the move," he said.

"Sorry." I flushed at having forgotten such an elementary rule.

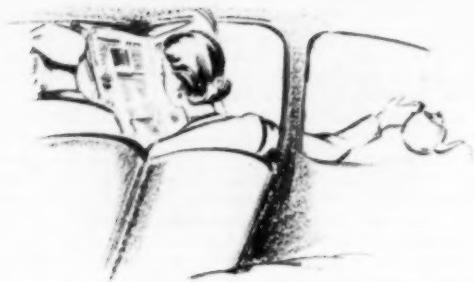
"We're going to overtake that cyclist," he said. "No need for hand signals—just give him a fairly wide berth."

I pressed the horn. The boy on the bicycle wobbled and looked back over his shoulder at us.

"Unnecessary."

"Only did it for his sake," I said.

"Now, I want you to stop on the left, and when you have . . ."



"No sooner said than done." The car behaved like a rocking horse under my lightning reactions. (I have always been a little worried over my reaction rate.)

"They're getting quicker," I said.

"What are getting quicker?" He hadn't followed my train of thought.

"My reactions."

"We're not interested in them at the moment," he said. "Don't you remember what we were pretending—about Sunday breakfast."

"Of course—I'm so sorry. Still, let's pretend a cup of tea spilt in my lap and I had to stop eating as quickly as possible," I said.

"All right." "Before we start again, though, we must get this third eye straight." He tapped on the mirror just above the top of my head. "You're half blind without that."

"Am I?"

"As far as the H.C. is concerned."

"H.C.?" I queried.

"Highway Code," he barked into my ear.

"You mustn't get impatient," I said. "It undermines my self-confidence, and I can't drive without that."

"Sorry."

"Quite O.K.," I said: "but it is a point to remember."

"You've got another eye, too, you know, the mirror right out there on the wing."

"But I hate that mirror."

"Why?" He sounded surprised.

"Things loom up in it—I try not to look if I can help it."

"And suppose we do look in our wing mirror and things loom up in it, what do we do?"

"Accelerate," I said.

He was silent for a moment, looking dolefully out of the window.

"You have to, or they overtake you," I explained.

"Are you keen on racing?" he said.

"Not particularly," I said: "but it's the principle of the thing."

"You must go absolutely opposite to all your own driving instincts," he said.

"I'd be in reverse the whole time," I said (but he ignored my sally).

"Now, I want you to start, change into second and third, and then stop at the second turning on the left."

I went into action at once on the "grater."

"Clutch," he said, "and remember the boiled egg."

"Boiled egg?"

"Yes, Sunday breakfast. Firm, gentle and relaxed. No beef—sensitive steering, third eye, and give way to faster vehicles."

I stopped listening when I knew I couldn't take in any more. "N—Sw—St—C—1st—little T—release HB—ditto C gently—more T." I had only to say the letters now.

"Gently—gently," he sang into my ear.

The car stopped as quietly as a gull comes to rest on a summer sea.

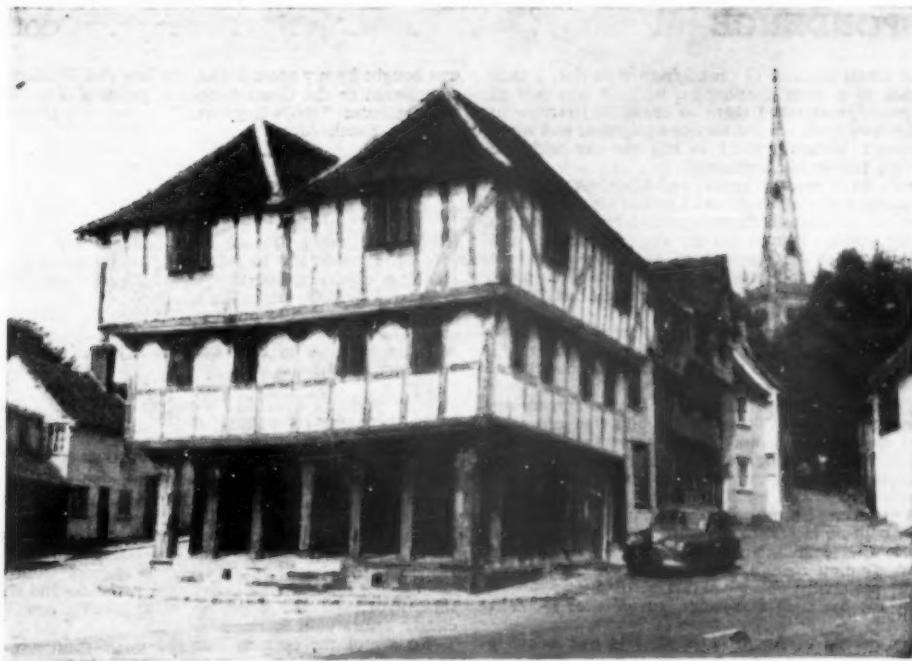
"Fine," he said. "But I wish you knew your left from right."

"I don't see that it matters—I'm not in the army," I said. "You've spoilt my Sunday breakfast anyway. I'll never be able to relax over that again."

"I'm awfully sorry," he said. "Never mind, we'll have to pretend something different next time."

"There's nothing else left now," I said.

C. S.



One of the best examples of half-timbered architecture in Essex is Thaxted's Guildhall, which dates from 1590.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET LONDON, S.E.1.

"DANGEROUS DRIVING"

Advanced Driving School Required

[64684.]—It was with great pleasure that I read J. R. Davey's excellent article "Dangerous Driving" (*The Autocar*, January 16) and I hope that it will be followed by many others of its type.

There is a large number of motorists whose reaction to the thought of deliberate skidding for practice is one of horror or ridicule, but these same people generally accept as quite natural fire practices and other common forms of preparation for emergencies. To the other kind of driver, however, who realizes the advantages of actively endeavouring to improve his ability to deal with difficult situations, articles such as Mr. Davey's are of the utmost value and interest.

Let us hope that some enterprising director of a school of motoring will start a more advanced course of instruction, with skid pans and other facilities, to enable private motorists to obtain tuition and experience in controlling their vehicles under difficult conditions.

M. P. W. BRITTON.
Cullompton, Devon.

AS OTHERS SEE US

Popularity of British Cars in Rhodesia

[64685.]—I was somewhat amazed by the vehemence with which "Anon" of Birmingham [64640] denounced British cars. I have just come back from three years in Southern Rhodesia, where there is a surprising number of British cars. More and more Rhodesians and British immigrants are finding that a small British car can do everything and go everywhere that an American car can, but with one-third of the horse power and

chromium plate. In one car park there were eight Hillman Minxes and five Austin A40s, and one Chrysler looking enormous and almost ungainly.

There must be some reason for the steadily growing popularity of British cars in South Africa, Mr. "Anon." N. D. SMYTH, Stafford.

England Makes the Best Cars in the World

[64686.]—The letter from Mr. J. G. Staples [64660] calls for a reply. No one, even people who "are able to write a better letter than 'Anon'"—which Mr. Staples, with becoming modesty, admits he cannot—will deny that the finest cars in the world are built in England. Personally, I have been driving since 1919, possibly not so long as your correspondent, but I now have my fifth example of one very well-known make, not Rolls-Royce, and I am delighted with it, as I have been with the others from the same stable. I have had other cars also during this period.

The late Mr. W. S. Gilbert had words which seem appropriate, and he put them into the mouth of no less a character than Ko Ko himself: ". . . the idiot who praises with enthusiastic tone all centuries but this, and every country but his own."

As Mr. Staples is pining to live in Switzerland or America, and does not do so, one can only imagine that something prevents him. We can only hope that one day he'll be able to procure his longed-for "Mountain of Tin." FRASER EVANS, Wallington, Surrey.

"SERVICE INDICTMENT"

Motoring Organizations Should Protect the Motorist

[64687.]—I do indeed congratulate you on your Editorial and "Tunesmith" on his article describing the lamentable so-called service that many motorists are forced to accept and tolerate (*The Autocar*, January 9). The largest firms of distributors are frequently the worst offenders and the motoring organizations, such as the A.A. and R.A.C., are sadly lacking a proper sense of responsibility in allowing them to continue to display their signs outside the premises of these unsatisfactory motor traders.

CORRESPONDENCE

To quote one actual instance of unsatisfactory service, I took my new car back to a main distributor, while it was still in the guarantee period, and asked them to check and service it.

They have excellent premises and service equipment and when the service manager himself offered to test the car with me aboard I was very favourably impressed.

Now, I normally do all my own repairs and I have an unusually well-equipped garage and workshop, and I served my apprenticeship with a firm of car manufacturers regarded by some people as the best in the world. I knew the car was running well and I was only taking it to be serviced to avail myself of the manufacturer's guarantee and free service. To my surprise, the service manager said "she's not pulling well and wants decarbonizing and the valves attending to."

Well, I felt that he ought to know, and after being assured that a big improvement could be made to the performance, I told him to get on with it and to be sure to make a good job of the valves.

I collected the car three days later; the hitherto immaculate interior was covered in black oil and grease and the paintwork badly scratched on the bonnet and wings where the mechanic had put his tools while working on the engine.

I was not altogether surprised to find, therefore, that the engine had hardly any power, would not idle at all, and pined badly. When I got home I removed the head, noting that all the tappets were set with no clearance, and, on removing the valves, I could tell that they had only been faced (very badly) and replaced without grinding in at all. Needless to say, I now prefer to service my car personally, and when owners of similar models ask me why my car has such a superior performance to theirs I tell them.

Finally, as I observed earlier, it is the duty of our motoring organizations to protect their members from being exploited by the trader, and they can best do this by raising the required standard of ability and skill, not by granting approval to any owner of imposing premises.

A. J. RIGBY-JONES, A.M.I.B.A.E.

Moreton-in-Marsh, Gloucestershire.

MCGILL-LANGFORD TRANSMISSION

Differences of Opinion

[64688.]—Referring to the description of the McGill-Langford transmission (*The Autocar*, September 26, 1952), and the subsequent correspondence, may I suggest that the matter be dropped until a more detailed description can be given? There appear to be differences of opinion between the inventor and the author of your article.

For instance, the article does not mention that each planet appears to be geared to a different sun wheel. Presumably, they have different ratios, too, otherwise one sun wheel would have sufficed. Mr. McGill asks [64630] "how can there be any slip?" from your article there certainly can be slip, with part of the input power appearing at the output shaft and the remainder appearing as heat in the spiders, weights and channels.

Also your article states "The amount they are forced to rotate provides a variable ratio." Mr. McGill, on the other hand, states "not a torque converter, infinitely variable or otherwise, but a positive power transmission."

Well, is it, or isn't it? Or is it a three-speed epicyclic gear box, the gears being taken up progressively by ingenious (but still slipping) clutches?

F. H. HOLDER.
Scunthorpe, Lincolnshire.

SILVER GHOST

Recollections from South Africa

[64689.]—In his delightful review of the 1906 Rolls-Royce Silver Ghost, Max Millar gives the original bore and stroke of this famous engine as (approximately) 114 mm x 114 mm; this is correct. But may I point out that it was soon changed—in 1908 or 1909, to 114 mm x 121 mm? And for at least 15 years of its life these were the catalogued engine dimensions. Likewise, the indirect fourth speed was soon dropped and the Ghost became a three-speed car until the Alpine Eagle appeared in 1913. And from these grand cars stemmed the four-speed Continental model which soon became the standard car.

Incidentally, the author of that excellent book, "The Magic of a Name," is in error when he states that the Rolls-Royce type of cantilever rear springing was introduced on the Alpine Eagle.

The first Rolls-Royce with this feature was the actual London-Edinburgh car of 1911. The chassis number was 1701 E. It

continued

was bought by my great friend, the late Phil Paddon, who often contributed to the Correspondence pages of *The Autocar* over the signature "Rolls-Roysterer."

HENRY KNOX.

Ceres, South Africa.

RINGING THE CHANGES

Too Much to Expect

[64690.]—In reply to your correspondent Mr. O. B. Greeves [64670], I would like to point out that he is being rather optimistic in expecting 100 m.p.h. and 25-30 m.p.g. from a Stage 1-tuned TD M.G. engine in a Jaguar chassis.

If the Jaguar engine, producing at least 160 b.h.p., can manage only 132 m.p.h. I fail to see how the 64 b.h.p. engine of the M.G. is going to do 100 m.p.h. in a Jaguar chassis.

London, S.W.7.

J. EPSTEIN.

THE DRIVING TEST

Compulsory Registration of Driving Instructors

[64691.]—In "News and Views" on January 2, under the heading "Closed 'L' Shop?" reference was made to a report from Scotland that the "Motoring Schools Association" would like to see legislation introduced that would make it compulsory for driving test candidates to be submitted through "recognized schools." I know of no "Motoring" Schools Association, and assume that the reference is to this Association, and would, therefore, appreciate the opportunity of placing our views more clearly before your readers.

We are of the opinion that the preparation for the driving test is as important as the test itself, and that it is essential that every new motorist should have a sound basic training to provide him or her with a solid foundation upon which to build a safe motoring career. In the public interest, we feel that a system of compulsory registration of all firms or individuals professionally engaged in giving driving tuition to the public should be introduced. In this way, a check could be kept upon the qualifications of instructors, efficiency of schools, and their integrity.

When a sufficiently large number of such registered schools is available throughout the country, we feel that, in the interests of road safety, entry for the test should be possible only through such schools.

The wisdom of these proposals, which were submitted by this Association to the Ministry of Transport in 1946, is already appreciated by a large section of the public. This can be proved by the fact that increasing numbers of the public are placing themselves in the hands of motor schools voluntarily, and it is interesting to note that, as these numbers increase, the accident rate decreases.

To criticise our proposals solely on the grounds that they may benefit members of the profession indicates a "dog in the manger" attitude. Surely the questions to be answered are whether the proposals are in the public interest and if they would reduce our accident rate. We maintain that the answer to both questions is in the affirmative.

Oxford.

J. S. GRANT ROBERTSON,
Secretary,
The Motor Schools Association.

[Expert training of learner-drivers is undoubtedly a valuable contribution to road safety, and there is no doubt that a number of new drivers suffer from the lack of it. But does not their suffering arise from failure to pass the test—perhaps even repeated failure until the driver has learned the correct technique? There is also the consideration that expert instructors do exist outside the schools, and their pupils may well resent having to pay to "pass the driving school" before passing the test.—ED.]

CORNERING

Drifting Vehicle Follows an Involute Path

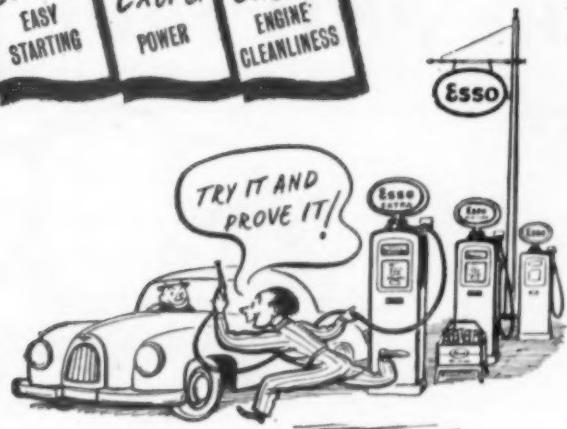
[64692.]—The point made by Mr. H. E. Johnson [64643], that centripetal force can be augmented by the radial component of tractive effort applied to a wheel turned *in* from the circumferential line, is indeed pertinent; but it can be applied only to a vehicle which breaks away front first.

The maximum radial acceleration is proportional to the frictional coefficient; this can be varied by tyre pressures, wheel camber and so on, but any tangential force applied to the wheel, i.e. braking or accelerating, can only reduce the maximum radial force sustained by that wheel. However, for this force to be a maximum, the slip angle on all four tyres must be identical. Then the vehicle could coast at maximum radial acceleration.



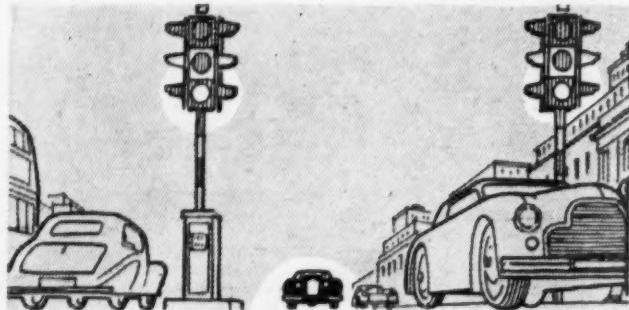
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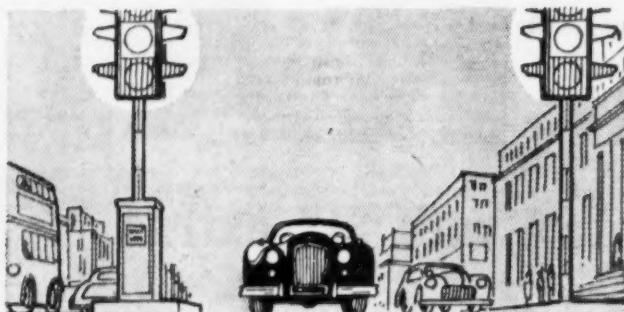


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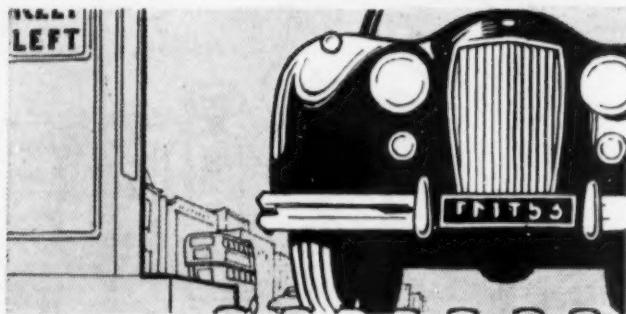
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CORRESPONDENCE

With modern vehicles, the front tends to break away first and it is conceivable that traction of the rear wheels, turned in from the circumferential line and not at the maximum slip angle, must increase the radial acceleration, although if, as is likely, the speed of the car increases at the same time, the radius of the turn must increase and the vehicle in a drift probably follows a sort of involute path.

DON PALMER.

Ewell, Surrey.

The Proof of the Pudding

[64693.]—If Mr. H. E. Johnson [64643] would be good enough to read my previous letter [64624] again, I am sure he will realize that I did not try to prove anything about drifting; it was only The Scribe's footnote that brought the subject of drifting into the correspondence. I do not think, therefore, that I can fairly be accused of missing the point.

I would, however, like to comment on Mr. Johnson's explanation of the increased speed obtained by drifting.

He states that the centripetal force, which is the reaction of the centrifugal force and is the radial inward force transmitted from the road to the wheels of the car, is increased by a component of the tractive effort. I think it will be agreed, however, that this centripetal force is limited by the maximum value of the coefficient of friction between the ground and the wheels and that it cannot be increased by producing relative motion between the two.

I do not think that the mechanics of drifting can easily be explained, as there are so many unknown factors. I suggest we should take common racing practice as proof enough of the value of drifting.

D. E. WRIGHT.

Nottingham.

"AMERICAN NOTEBOOK"

Similar Track Rod End Used by Rolls-Royce

[64694.]—I read with interest the details of the new American track rod end (*The Autocar*, January 2) which is claimed to be the first major change in design for 27 years, and I should be interested to hear how it differs in principle from that fitted by Rolls-Royce for many years past.

I recently examined the track rod ends of a 1933 Phantom II and they appear to be designed on the same principle but with the added refinement of adjustable loading of the outer pads, and, for additional safety, the track rod is sited above the ball so that the weight of the rod itself tends to prevent the pulling out of the ball.

Rolls-Royce enthusiasts all over the world cannot fail to have been interested in your recent article on the Silver Ghost and I hope that you may consider publication of a similar article dealing with that famous old warrior the Phantom II Continental.

Margate, Kent.

MALCOLM BORG.

WEATHER PROTECTION

A Competition Convertible

[64695.]—It seems to us, perhaps wrongly, a little surprising that your correspondent, Mr. G. Wood [64657] should attach so much importance to the points of the petrol tank capacity and the hood of the Targa Florio Frazer-Nash recently tested by *The Autocar*, particularly in view of the high praise given to the car as a whole.

Generally speaking where England is concerned we all know pretty well what the weather is likely to be—in the winter it is almost always universally bad (1) and, therefore, the actual point of how long it takes to put the hood up seems in itself of little importance, as you would put the hood up and it would stay up for weeks or months at a time.

We do not think that *The Autocar* would object to our saying that "practice makes perfect" in putting up this type of hood, and our owners (who do not complain about it anyway) get it up comfortably in three minutes.

We think it is of much more importance that *The Autocar* described the all-weather arrangements of what is, all said and done, basically an open sports car, as making it "as cosy and comfortable as a convertible, and remarkably warm even when outside temperature is below freezing." It is perhaps also worth recalling that the weather conditions during this Road Test included thick fog, snow, gales and torrential rain. These facts actually result in a considerable tribute to the Frazer-Nash, bearing in mind that it is designed and sold as an open sports car, with detachable windscreen and detachable all-weather equipment so as to serve its other purpose of serious competition.

continued

We might hazard the opinion that *The Autocar* has only rarely described an open sports car as possessing the comfort of a convertible.

May we also point out that the Road Test in question specifically mentioned the fact that with a car built by hand like the Frazer-Nash it is a fact that many things can be modified or altered to suit the customer's individual requirements? In other words, a buyer could have a fixed folding hood, which could be fastened in seconds, and of first-quality construction in every respect.

As regards the relatively minor point of the petrol tank capacity, I would remind Mr. Wood that *The Autocar* made clear that the car under test was the first of its type. The production Targa Florio Turismo models have a tank of 15-gallon capacity. We have provision for fitting to all Frazer-Nash models an auxiliary petrol tank of 7-gallon capacity between the chassis members, while the main tank can be increased up to 20 gallons if required.

Finally, may we say that we have been delighted with the very favourable comments which have already come to us from many countries, including America, on *The Autocar's* Road Test of the Frazer-Nash?

W. H. ALDINGTON,
Isleworth, Middlesex.
A.F.N., Ltd.

"ABUSE OF LAMPS"

An Advocate of Blinking

[64696.]—I was rather shocked to read your leading article entitled "Abuse of Lamps" (*The Autocar*, December 19), which decried the use of a most valuable method of giving a warning signal. It is widely used, for at least two very good reasons. First, a sudden flash of light at night attracts attention far more effectively than the toot of an ordinary British horn, which is in any case inaudible to drivers of many heavy lorries. Secondly, it can be seen at a far greater distance than a horn can be heard, especially where there is an intervening block of buildings—on a street corner, for instance. It also happens to be illegal to sound one's "warning instrument" after 11.30 p.m., so it is difficult to see what alternative exists.

I might mention, in conclusion, that in his book, "Car Driving as an Art," that great driver Mr. S. C. H. Davis recommends the blinking of head lights as a signal, and that, I think, is good enough authority for most of us.

PETER R. FLICK.



Recommended by "The Autocar"

Car Driving as an Art By S. C. H. Davis of "The Autocar" 10s 6d net
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A Racing Motorist His Adventures at the Wheel in Peace and War. By S. C. H. Davis. 10s 6d net
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Roads of France A Guide to Tourist Routes. By A. G. Douglas Cleese. 5s net
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Servicing Guide to British Motor Vehicles, Volume 1 Cars, Commercial Vehicles and Tractors. £3 3s

The Modern Diesel High-speed Compression-ignition Oil Engines and their Fuel-injection Systems. Edited by G. Geoffrey Smith, M.B.E. Revised and rewritten by Donald H. Smith, M.I.Mech.E., Assoc.Inst.T. 11th Edition.

"The Autocar" Road Tests 1952 By "The Autocar" Technical Staff. 5s net
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"The Autocar" READERS' SERVICE

CAR v. MOTOR CYCLE POWER

Comparing the power output of car engines and motor cycle engines I find a difference which is not easily accounted for and should be grateful if you would explain how this happens.

Quoting two well-known engines, we find the car gives 40 b.h.p. from 1,200 c.c. and the motor cycle twin gives 35 b.h.p. from 650 c.c.

On a purely mathematical basis this means that a cycle engine of 1,200 c.c. would give over 70 b.h.p.

The motor cycle output is at higher r.p.m. than the car engine's and I am aware that the torque curves are probably very different, but I feel there must be some other reason for the big difference.

Walsall, Staffordshire. F. A. D.

NORMALLY the motor cycle unit has lower standards of acceptable silence and flexibility than the car engine, and more emphasis is placed upon performance. It is perfectly practicable for an engine of 1,200 c.c. to be produced to give a comparable power output of the order you quote, but this would entail a sacrifice of other qualities, which the manufacturers of normal saloon cars—as distinct from sports cars—will not accept.

In addition, the smaller multi-cylinder engine is not such an efficient proposition as a single- or twin-cylinder unit. But, for obvious reasons, the former is the preferable type for production cars of this kind.

Entering the Industry

I am 16 years old and am very interested in cars. For this reason I should like to make my career in the motor industry. I am particularly keen on such branches as vehicle testing, and so on. Can you advise me?

Lisburn, Co. Antrim. M. A. C.

FIRST, you should realize that there is no easy or quick way to get into any skilled branch of the industry, as it is necessary to undergo a considerable amount of training. This usually means serving some form of apprenticeship or pupilship and attending a technical college. The usual maximum age limit for apprentices in most of the large firms is 17 years, so you should have no difficulty on age grounds.

Fiat Cooling

My Fiat 500 has recently developed an annoying habit of blowing steam from the radiator header tank after being driven in a normal manner over a daily route which ascends gradually for the last mile or so.

I have noticed that easing off the throttle results in a diminishing or cessation of the ailment, as if it was being caused by the engine pulling hard in top gear.

The radiator has been renewed, the engine decoked, all jets and settings of the carburettor are standard, as are the ignition settings, and new radiator hoses have been fitted in a vain attempt to effect a cure.

Preston, Lancashire. A. S.

THIS trouble with your Fiat 500 is probably caused by some obstruction in the flow of water through the cylinder

block or cylinder head. As this car has a thermosyphon cooling system assisted by a fan, this will be particularly noticeable. It may also be suffering from restricted circulation between block and head owing to an accumulation of fur in the small holes connecting the two, which are easily blocked up.

Suitable Supplies

I recently asked specifically for cellulose, thinners and so on, for repairing my car. Not long after the work had been completed the finish deteriorated rapidly, and subsequent investigation showed that I had been supplied with cellulose of an industrial type quite unsuitable for the purpose I specified. Have I a claim against the shop concerned? Had the firm concerned not been completely disinterested I would probably have let the matter drop, but now I feel that they should supply the correct materials and contribute towards the cost of the wasted labour.

H. R. H.
Melton Mowbray, Leicestershire.

If the value of the goods was over £10 the contract is one which comes within the Sale of Goods Act, 1893, and it is necessary to consider this transaction in the light of the provisions of that Statute. Section 14 states quite clearly that "... there is no implied warranty as to the quality or fitness for any particular purpose of goods supplied under a contract of sale, except as follows:—

(1) Where the buyer expressly or by implication, makes known to the seller the particular purpose for which the goods are required so as to show that the buyer relies on the seller's skill or judgment, and the goods are of a description which it is in the course of the seller's business to supply (whether he is the manufacturer or not), there is an implied condition that the goods shall be reasonably fit for such purpose, provided that in the case of a contract for the sale of a specified article under its patent or other trade name, there is no implied condition as to its fitness for any particular purpose."

If, therefore, you went into a shop which normally sold cellulose lacquer and said to the shopkeeper: "I want some cellulose lacquer with which to spray my car. What do you recommend?" (or similar words), and provided that the lacquer was not sold under a patent or trade name, then we are of the opinion that you have a course of action against the seller of the lacquer under the Section of the Sale of Goods Act that is quoted above.

Signs on Lamp-posts

I have a summons for not stopping at a Halt sign. At the time of the offence I disagreed with the policeman, but aside from this aspect, I noticed that the particular sign was not, as usual, mounted on a black and white pole, but just clamped on a green lamp-post. Does the Halt sign have to be mounted on the orthodox pole or not?

Southport, Lancashire. E. L.

WE can find no authority for your contention that the Halt sign must be mounted on a black and white post. The details relating to the size and markings of traffic signs is set out in the Traffic Signs (Size, Colour and Type) Regula-

• A stamped self-addressed envelope, or an international or imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1

Queries should not be submitted which are the normal business of manufacturers' service departments

tions, 1950. The first schedule of these regulations, diagram 74, and the second schedule, diagram 49, relate to the size and dimensions of the Halt sign, but there is no prescribed form for the base of these signs. In fact, the only prescribed form which is set out in the fourth schedule of these regulations relates to traffic lights, and in this connection it is obligatory for the posts or legs supporting the signal head to be painted in black and white alternate horizontal bands.

Vibration

I have a 1938 Opel Cadet and I am worried about a vibration. The car runs smoothly until I reach a speed of 40 m.p.h. and from then on a vibration starts and seems to get worse as speed is increased. It seems worst down hill and on the straight, but it is not noticeable uphill. I have an idea it may have something to do with the transmission.

J. O.

It is quite likely that the trouble is caused by worn joints in the propeller-shaft line. These cannot be adjusted, but it is possible to fit replacement joints or to have the shaft reconditioned. On the other hand, if the joints themselves are in good condition the trouble may be caused by propeller-shaft out-of-balance.

Reboring and Lubrication

Should an engine be honed after reboring? There seem to be two schools of thought on the subject. Also, why should oil be drained so regularly? What deleterious effect has "dirty" (carbonaceous) oil on a not-so-new engine?

J. F. B. A.
Ardingly, Sussex.

As you have pointed out, there are two schools of thought concerning the finish of cylinder bores. It can be argued that the extremely fine finish reduces friction, while a slightly coarser finish may assist lubrication. It is one of those things that is to a large extent a matter of opinion, but there is a general tendency towards providing a very fine finish on cylinder bores, and also the use of chromium-plated top piston rings to reduce the cylinder bore wear.

The purpose of draining a new engine after it has been running for a short distance is to remove any rough particles that may have become dislodged during the early life of the engine. Later, with dirty oil, it is not the oil itself that may cause trouble, but the various impurities that it carries around with it, and these may cause corrosion as well as increase friction and make the engine sluggish.



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- Up to 750 c.c.:** Renault 748 (J. Estager and Gillard).
751 to 1,100 c.c.: Panhard 850 (M. Grossgeat and P. Biagini).
1,101 to 1,500 c.c.: Peugeot 1,290 (P. Skawinski and E. Morillon).
Over 1,500 c.c.: Ford Zephyr 2,262 (M. Gatsonides and P. Worledge).

Charles Faroux Challenge Trophy (best performance of nominated team): Sunbeam-Talbot—L. G. Johnson, A. G. Imhof, S. Moss.

L'Equipe Challenge Trophy (for best three cars of one make): Jaguar—E. I. Appleyard, C. Vard, D. C. T. Bennett.
Coupe des Dames: Renault 748 (Mme. M. Pochon and Mme. I. Terray).

COACHWORK COMPETITION

Grand Prix D'Honneur (first prize): Sunbeam-Talbot 2,267 (B. Proos Hoogendijk).

Over 1,500 c.c.: 1, Bentley 4,566 (W. M. Couper); 2, Rover 2,103 (Miss H. N. Dunham).

1,101 to 1,500 c.c.: 1, Hillman 1,265 (M. B. Anderson); 2, Porsche 1,490 (Comte W. Einsiedel).

751 to 1,100 c.c.: 1, I.F.A. 900 (E. Halvorsen); 2, Morris 918 (K. D. Fraser).

Up to 750 c.c.: 1, Goliath 688 (A. Schon).



M. Gatsonides (right) alongside the Ford Zephyr with which he and his co-driver, P. Worledge, won the Rally.

1. Ford Zephyr 2,262 (M. Gatsonides and P. Worledge); 2. Jaguar 3,442 (E. I. Appleyard and Mrs. Appleyard); 3. Citroen 2,867 (R. Marion and J. Charmasson); 4. Panhard 850 (M. Grossgeat and P. Biagini); 5. Jaguar 3,485 (C. Vard and R. Jolley); 6. Sunbeam-Talbot 2,267 (S. Moss and J. Coombes); 7. Sunbeam-Talbot 2,267 (D. C. T. Bennett and Mrs. Bennett); 8. Alfa Romeo 5,442 (D. C. T. Bennett and T. L. Allard); 9. Alfa Romeo 4,375 (B. Hill and T. L. Allard); 10. Lancia 1,991 (E. Matassa and P. Piodi);
 Delahay 3,557 (R. Cotton and L. Didier);
 12. Ford Zephyr 2,263 (T. C. Harrison and R. W. Phillips); 13. Renault 748 (J. Estager and Gillard);
 14. Citroen 2,867 (F. Aurach and O. Robin); 15. Jaguar 3,442 (R. J. Adams and Dr. T. Gardner);
 16. Alfa Romeo 5,442 (P. Aprikis and G. Giardi);
 17. Sunbeam-Talbot 2,267 (F. R. Polkinghorne and M. Morris); 18. Ford Zephyr 2,262 (R. Nellermann and P. Staal); 29. Sunbeam-Talbot 2,267 (J. R. Skeggs and A. E. Ester); 30. Delahay 3,557 (R. Ghesquiere and J. P. Faure);
 31. Alfa Romeo 5,454 (G. Lanza di Trulza and G. Sartori); 32. Peugeot 1,290 (P. Skawinski and E. Morillon); 33. Porsche 1,490 (W. Engel and H. L. Von Hoesch); 34. Simca Aronde 1,221 (K. Bryde and A. Bergan); 35. Hotchkiss 3,485 (C. E. Cohade and A. Monjo); 36. Jowett Jupiter 1,265 (F. P. Giddings); 37. Peugeot 1,290 (G. E. Luton, J. Laininen and M. Tainio); 38. Riley 2,443 (P. Warren and G. L. Cartel); 39. Porsche 1,490 (R. Cucher and A. Nousham); 40. Ford 2,262 (J. I. Harley and V. Karlsson);
 41. Panhard 850 (J. Gagnon and P. Chauvet); 42. Jaguar 3,442 (J. S. Lewis and A. P. Guardus); 43. Citroen 2,867 (J. Lacerda and H. Ruyerius); 44. Sunbeam-Talbot 2,267 (C. Edie and A. Roberta); 45. Bentley 4,566 (W. M. Couper and P. Fillingham); 46. Jowett Javelin 1,265 (F. Luton); 47. Riley 2,443 (P. Warren and E. G. Luton); 48. Renault 748 (J. J. Rosier); 49. Renault 748 (Mme. M. Pochon and Mme. I. Terray); 50. Panhard 850 (J. Cottet and A. Asset); 51. Sunbeam-Talbot 2,267 (G. Haworth and P. G. Connon); 52. Lanchester 1,968 (C. Connon and Dr. C. R. Hardman); 53. Ford 5,917 (J. B. Kvarnstrom and E. Lundström); 54. Porsche 1,490 (W. Loffler and H. Henkell); 55. Standard Vanguard 2,088 (D. S. Donn and G. N. Milton); 56. Jaguar 3,442 (M. Wicks and M. Levy); 57. Riley 2,443 (J. O. Sims and P. Rudd); 58. Sunbeam-Talbot 2,267 (L. G. Johnson and D. Humphrey); 59. Mercedes-Benz 2,996 (G. Lehmann and I. Lehmann); 60 (tie) Simca Aronde 1,221 (R. Loyer and C. Rimen); 61 (tie) Simca Aronde 1,221 (J. Morin and H. Ferrier);
 62. Panhard 850 (A. Blanchard and L. Vessiere); 63. Borgward 1,759 (I. Creford and P. Malline); 64. Holden 2,166 (J. Davison and S. J. Jones); 65. Citroen 1,911 (A. Pouchot and A. Buisson); 66. Standard Vanguard 2,088 (H. T. Hedges and R. G. Richardson); 67. Hotchkiss 3,485 (M. Worms and E. Mouche); 68. Renault 748 (R. Arnaud); 69. Sunbeam-Talbot 2,267 (C. E. Offey and W. E. Offey); 70. Lasonda 2,580 (B. G. Macartney-Filgate and J. Millard).

71. Simca Aronde 1,221 (Dr. J. Maurel and Dr. A. Juillard); 72. Mercedes-Benz 2,195 (E. Breitner and Mme. G. Breitner); 73. Panhard 850 (J. Massé and J. M. Baudoin); 74. Panhard 850 (G. Guyot and M. Paray); 75. Sunbeam-Talbot 2,267 (A. B. Fraser); 76. Sunbeam 2,667 (P. Mousman-Lacoste and Mme. J. Lougaud); 77. Volvo 1,196 (T. J. Koks and G. H. van der Werf); 78. Renault 748 (J. Lecat); 79. Ford Pilot 3,622 (P. W. S. White and J. S. Wakefield); 80. Sunbeam-Talbot 2,267 (A. Bousquet); 159 (tie); Austin 1,200 (J. A. MacLaughlin and I. B. MacLaughlin), Alfa Romeo 1,984 (P. C. Valero and M. P. Quirós); Peugeot 1,290 (P. Amy and R. Ferdinand); Citroen 1,911 (Ali Siphi and D. Bremmer); 163 (tie); Rover 1,200 (Miss H. N. Dunham and Mrs. J. Howard); Sunbeam-Talbot 2,267 (E. R. Evans and W. Watkinson); 165 (tie); Peugeot 1,290 (C. Lessage and H. Gervy); Borgward 1,756 (T. von Hausswolff); 166. Lancia Aprilia 1,221 (the Mercedes-Benz 2,195 (G. Leiner and H. Nodel); Panhard 745 (J. Besson and N. Picart); Simca Aronde 1,221 (J. Scaron and R. Pascal); Simca 1,221 (P. Millet and M. Funet); 167 (tie); Sunbeam 2,667 (R. W. Merrick and J. D. Sloeman); 168 (tie); Panhard 850 (R. Stempert and S. Schwart); 169 (tie); Peugeot 1,290 (P. Guillet); 170 (tie); Simca Aronde 1,221 (P. Moore and J. Hartley); 171 (tie); Jowett Javelin 1,486 (C. A. Leavens and Mrs. J. Leavens); Peugeot 1,290 (O. Vilks and R. Backlund); Allard 4,375 (O. Vilks and V. Huhtanen); Panhard 745 (M. Parucci and G. B. Bonsu); 172 (tie); Peugeot 1,290 (R. Buhland and I. M. Sutherland); 173 (tie); Simca Aronde 1,221 (F. Forestier and J. Capus); Peugeot 1,290 (P. Forstel and A. Bovay);
 181. Standard Vanguard 2,086 (J. Stoddart and W. Stoddart); 182 (tie); Peugeot 1,290 (A. Laver and G. Monier); Peugeot 1,290 (B. Dominique and M. Joly); Lancia Aurelia 1,991 (M. Damonte and Mme. L. Calligari); 183 (tie); Simca Aronde 1,221 (P. Lessieur and G. Verge); Jaguar 5,442 (R. G. Chapman and J. Polkkinen); 184 (tie); Peugeot 1,290 (P. Guillet); 185 (tie); Jowett Javelin 1,486 (C. A. Leavens and Mrs. J. Leavens); Peugeot 1,290 (O. Vilks and R. Backlund); Allard 4,375 (O. Vilks and V. Huhtanen); 186 (tie); Peugeot 1,290 (R. Buhland and I. M. Sutherland); 187 (tie); Simca Aronde 1,221 (F. Forestier and J. Capus); Peugeot 1,290 (P. Forstel and A. Bovay);
 188. Standard Vanguard 2,086 (J. Stoddart and W. Stoddart); 189 (tie); Peugeot 1,290 (A. Laver and G. Monier); Peugeot 1,290 (B. Dominique and M. Joly); Lancia Aurelia 1,991 (M. Damonte and Mme. L. Calligari); 185 (tie); Simca Aronde 1,221 (P. Lessieur and G. Verge); Jaguar 5,442 (R. G. Chapman and J. Polkkinen); 184 (tie); Peugeot 1,290 (P. Guillet); 185 (tie); Jowett Javelin 1,486 (C. A. Leavens and Mrs. J. Leavens); Peugeot 1,290 (O. Vilks and R. Backlund); Allard 4,375 (O. Vilks and V. Huhtanen); 186 (tie); Peugeot 1,290 (R. Buhland and I. M. Sutherland); 187 (tie); Simca Aronde 1,221 (F. Forestier and J. Capus); Peugeot 1,290 (P. Forstel and A. Bovay);
 190. Mercedes-Benz 1,767 (T. O. O. Rodin and Mrs. C. B. F. Rodin); 191. Simca Aronde 1,221 (J. M. G. Garapon and Mme. C. Garapon); 192. Lancia Aprilia 1,221 (M. L. Lantuejoul); Volkswagen 1,151 (S. G. Torino and B. Grindital); Skoda 1,221 (J. S. Lumme and N. H. Schroder); 193. Jensen 4,000 (R. Sleight and R. Martin); 194 (tie); Ford 1,172 (P. Kruis and E. Vidal); Fiat 1,389 (M. Vulpi and R. Baudier); 195. Citroen 1,911 (P. Faure and M. Gaudet); 196. Ford Zephyr 2,262 (P. Bohn and H. Selmer);
 200. Simca Aronde 1,221 (Mme. O. Roussel and Mme. Van Puyenbroek-Vroom); 201. Renault 748 (L. Chardin and G. Strack); 202. Simca Aronde 1,221 (P. Guillet); 203. Standard Vanguard 1,754 (P. Seulin and P. Seulin); 204 (tie); Peugeot 1,290 (R. Boisson and J. Le Bourre); Borgward 1,496 (Dr. O. H. E. Bontemps and Dr. E. Bontemps); Panhard 745 (A. Clement-Bayard and G. Soel); 207 (tie); Renault 748 (P. Guillet and A. Arcuri); Peugeot 1,290 (S. I. Mikula and P. Lovaszovits); 209. Hillman 2,667 (A. Dando and H. Kennedy);
 210. Simca Aronde 1,221 (R. Zlatiev and J. Zlatiev); Panhard 745 (J. Cazom); Mercedes-Benz 1,767 (M. Lecocq and G. Buet); 215 (tie); Peugeot 1,290 (K. Heijnen and E. Heijnen); 216. Standard Vanguard 1,754 (P. Guillet and A. Rothe); 215. Renault 748 (O. L. Pannet and J. Hummel); 216. Peugeot 1,290 (G. Hue and J. Monod); 217. Porsche 1,086 (P. Merck and A. Geduldith von Jungenthal); 218. Riley 2,443 (G. J. Fender and E. A. Twyman); 219. Jaguar 5,442 (J. P. Schell and N. Legge);
 220 (tie); Peugeot 1,290 (R. Lemaire and P. Lacroix); Simca Aronde 1,221 (M. Levy and R. Levy); 222 (tie); Peugeot 1,290 (P. Henry-Haye and R. Lenglin); Porsche 1,289 (P. Guillet and C. Calvetti); 223 (tie); Peugeot 1,290 (Mme. Hammarskjöld and Miss G. Hammarskjöld); 225. Mercedes-Benz 2,195 (S. Nottorp and C. E. Baetz); 226. Peugeot 1,490 (W. Ringenbergs and W. Maeder); 227. Simca Aronde 1,221 (G. M. Carstedt and B. G. Sandstrom); 228. Sunbeam-Talbot 2,267 (W. H. Waring and G. Williams); 229. Peugeot 1,290 (P. David and P. Bignon);
 230. Austin 1,200 (D. O'M. Taylor and L. J. Tracey); 231. Citroen 2,867 (R. Kissler and R. Molino); 232. Austin 1,200 (J. D. Scott and J. Marks); 233. Vauxhall (H. J. Pocock and A. Firmin); 234. Renault 748 (R. H. Boesen and G. Nor-

THE S P O R T

by
J. A. COOPER

The 1953 season begins; with the traditional excitement of a massed start, crowded grandstands and a haze of blue smoke, the field roars away in the Argentine G.P. Ascari, significantly, is already leading.



MONTE CARLO • 1953 TOURIST TROPHY • DB3s AT MONZA

SO that was the Monte—1953 edition! Truly, this famous event is always productive of surprises; this year, the road section was easier than for a long time past, and the number of arrivals in Monte Carlo with no penalty marks *en route* was an all-time high, whether expressed in sheer numbers or as a percentage of the starters.

All depended, therefore, on the final tests—the acceleration and braking test, to weed out the fortunate 100 who were to take part in the finale of the regularity test, and then the latter itself, with all that hinged on the split-second timing at its various controls.

After the test had been run, nobody had much idea of what the final result was likely to be; the road conditions on the circuit round the Col de Braus were easy, and the average speed of 47 k.p.h. finally selected presented little difficulty to the experienced competitors. There were probably at least 20 crews who thought they had been as near perfectly on time as was humanly possible; but, of course, in each case the human element inseparable from hand timing with stop watches came into play. So, in the end, it was "Maus" Gatsosides from Holland who won, with Peter Worledge as co-driver, in the works sponsored British Ford Zephyr. This was a really popular victory, for "Gatso" is well liked and well known as a real trier in rallies of all kinds. He has a long string of the coveted little bars to the Monte Carlo badge, which indicate the years in which the driver has successfully completed the course, but his best previously in the Monte Carlo was second place in 1950 in a Humber Super Snipe. So it can well be said to have been a well-earned victory.

The *Coupe des Dames* went once more to a French crew, Mesdames Pochon and Terray, who started from Lisbon in a 750 c.c. Renault, and drove

extremely well. But our hearts went out to Sheila Van Damm, Francoise Clarke, and Ann Newton, who, with an admirable chance of success in that category in their Sunbeam-Talbot, had the cruel misfortune to suffer a puncture, of all things, in the middle of the regularity test. Rarely can fate have been so harsh in her decision; the crew changed the wheel in very quick time, but could not avoid being two minutes late at the next check point—and that put paid to their hopes.

Anyway, even if it were less stiff than expected and desired, it was a fine rally. From Britain's point of view it must be adjudged successful, for three out of the first five cars were British, while 47 out of the 100 cars which qualified for the regularity test were from this country.



THE famous Tourist Trophy race is not to be allowed to die. Although it proved impossible to stage it in 1952, it will definitely take place on September 5, 1953; the organization will be in the capable hands of the Ulster A.C. under powers delegated to it by the R.A.C.



WHILE all the rest of the motor sporting world has had its attention magnetized by Monte Carlo, the Aston Martin DB3 has been quietly "doing the rounds" of the Monza circuit, in Italy. Two cars have recently spent ten high-speed days being tested over the course by a team of three drivers—Peter Collins, George Abecassis and Pat Griffith—for the coming season's rigours. Monza is usually busy, and the DB3's visit almost coincided with an official Disco Volante try-out; the former's testing, however, was carried out in self-effacing style, in the course of which Peter Collins unexpectedly sped away with a class lap record in 2m 17.4s, 103.32 m.p.h.

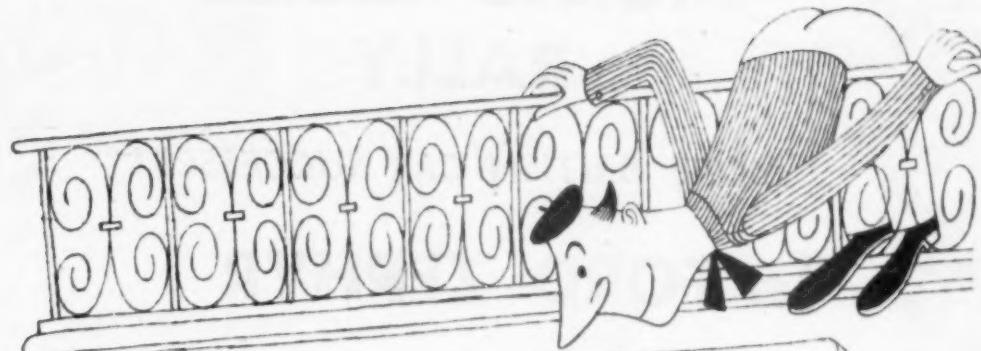
THE subject of a luncheon given last Wednesday week by the Society for Individual Freedom, was "Motoring and the Individual." The chair was taken by the Rt. Hon. the Earl Howe.

Mr. A. G. Owen, O.B.E., the guest speaker, who has recently purchased the B.R.M. concern, explained how he came to be associated with the cars and how the Trust was formed. He supported Earl Howe in his feelings concerning the importance of racing successes, and said that already a number of accessories which

COMING SHORTLY

- JANUARY 30.—Coventry and Warwickshire M.C. Annual dinner-dance and prize presentation, Masonic Hall, Little Park Street, Coventry, 7 p.m.
- 30.—Berkhamsted M.C. and C.C. Film show, Kings Arms, Berkhamsted, Hertfordshire, 7.30 p.m.
- 30.—West Hants and Dorset C.C. New Year party and dance, Dolphin Hotel, Poole, Dorset, 7.30 p.m.
- 31.—Cornwall Vintage C.C. Annual general meeting, Goonver Hotel, Perran-ar-Worthal, Cornwall, 6.45 for 7 p.m.
- 31.—20 Ghost Club Brains Trust, Princess Louise, 208, High Holborn, London, W.C.2, 6.30 p.m.
- 31 to February 1.—Thames Estuary A.C. Night Navigation trial, Jolly Cricketers Inn, Nevendon Cross Roads, Essex, 8.30 p.m.

- FEBRUARY 1.—Alvis O.C. (Southern), Chiltern Rally, Crispin Inn, Burnham, Buckinghamshire.
- 1.—Hagley and D. L.C.C. Clee Hill Trial, Falcon Hotel, Bridgnorth, Shropshire, 9.30 a.m.
- 1.—Buenos Aires race, Argentina.
- 2.—West Hants and Dorset C.C. Film show, Grand Hotel, Bournemouth, 7.30 p.m.
- 6.—Chiltern C.C. Annual dinner and dance, Bull Hotel, Gerrards Cross, Buckinghamshire.
- 6.—B.A.R.C. Midnight Film Matinée, Curzon Cinema, Curzon Street, Mayfair, London, W.1, 11.15 p.m.
- 6.—Southsea M.C. Annual dinner and dance, Clarence Pier Ballroom, Southsea, Hampshire, 6.45 for 7.15 p.m.
- 7-8.—Cambridge University A.C. Lent Term Rally, starting Leeds and St. Neots, Huntingdonshire.
- 8.—Seven-Fifty M.C. All-comers trial, Jumpers Corner, Christchurch, Hampshire.
- 8.—Leicestershire C.C. Bacon Trophy trial, Lee Street Car Park, Leicester, 1.30 p.m.
- 8.—Mid-Surrey A.C. Treasure hunt, Sugar Bowl, Burgh Heath, Surrey, 2 p.m.



Monte Carlo Rally

1st
FORD

M. GATSONIDES

2nd
JAGUAR

IAN APPLEYARD

TEAM PRIZE
SUNBEAM-
TALBOT

(Subject to Official
Confirmation)

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5TH JAGUAR *(C. YARD)*

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TEAM PRIZES

SUNBEAM-TALBOT & JAGUAR

RELYING ON

LUCAS
COIL IGNITION &
**ELECTRICAL
EQUIPMENT**

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official confirmation

THE SPORT continued

had been tried on the B.R.M. were to be fitted to standard cars. The engines from the B.R.M.s, he said, were now on the test bed and had been considerably modified; he was not prepared to allow them to make any further appearances until they had been thoroughly proved; their inconsistent performances were owing entirely to inadequate testing. His intention was eventually to make Bourne a separate entity, but at present it is a branch of the Rubery Owen organization, which was available to co-operate in the production of a first-class engine. No formula cars were to be run or even produced until this end had been achieved; all of which was very good news.



REGULATIONS have now been issued for the R.A.C. International Rally of Great Britain, to be run on March 23 to 28. The event this year is incorporated in the 1953 Touring Championship of Europe. Closing date for entries is Monday, March 2 (Royal Automobile Club, Pall Mall, London, S.W.1).



A CONNAUGHT formula 2 car will be raced under Belgian colours in 1953, for Johnny Claes has bought one to take back to his home country. But for a few minor modifications, the cars are remaining basically unchanged this year from their 1952 form.

The lapse before the new formula 1 changes the face of competition in 1954 is only comparatively brief, and enthusiasts in many workshops about the globe are pinning their plans and hopes upon it. Rodney Clarke, of Connaught Engineering, is busily contructing a prototype to fit in with the 1954 formula 1 rules; the engine and gear box, in fact all its major working parts, are being designed and made individually for the newcomer.



WITHOUT the mercurial presence of Anthony Crook a racing season would be incomplete: besides his sports car schemes for this year, he will drive for formula 2 work a Cooper fitted with a new 2-litre unsupercharged Alta engine, just out of its wrapping paper. Last year produced a fine Cooper-Bristol alliance, to be continued in 1953; it will certainly be interesting to watch the fortunes of the Crook-Cooper-Alta crew.



A LISTAIR BUCHANAN, the third member of the crew of Sunbeam-Talbot 131, who was tragically killed when the car was involved in an accident near Liège during the Monte Carlo Rally, was a keen Scottish motor sporting enthusiast, and will be sadly missed by his many friends over the Border. He served during the war as a pilot with Ferry Command. His wife and three children have my deepest sympathy.

CLUB NEWS

King's College M.C.—Saturday's road section of the Allendale Rally (January 17-18), run over a variety of roads in the Border and Allendale district, in Northumberland, left a lot of baffled navigators in its wake, one car disappearing into a bog, and only two competitors unpenalized—W. K. Haggie (Consul) and P. W. E. Heppell (Vanguard). A breakdown lorry de-bogged the car, and after an overnight stop at Allendale, competitors were off again on another road section, in which Heppell and Haggie fought for first place by the accuracy of their time-keeping in the regularity test. Organizers were a little disappointed by the disappearance of much of the snow, but there were still some difficulties. A driver, for instance, trusting in his navigator's integrity followed a sheep track for some time until the car became wedged in one of the snow drifts left in the district. Heppell, with excellent mathematics and an efficient timing apparatus, gained the premier award with no marks lost. Allendale Trophy (runner-up): Ford Consul (W. K. Haggie). Class award: Javelin (J. H. Lawson).

Hants and Berks M.C.—To avoid "bunching," a route card was given to competitors in the point-to-point on Sunday, January 18, in which there were ten six-figure map references that could be sought out in any order provided competitors visited one time check and the finish at their appointed times. These varied with every entry. At each point crews had to disembark and hunt for code words—suspended on wires, and other "hunt-the-thimble" places; there were even decoy words to trap the unwary. Each member of the crew was handicapped with the loss of 3 marks, so two-seater travellers were not defeated by lack of numbers. For those with time to look at them, there were splendid views of the South Downs, the route passing through some of the most picturesque parts of Sussex. Provisional results: 1, M.G. (R. W. Brown); 2, Austin A.90 (Mrs. J. Johns); 3, Wolseley Hornet (Col. H. L. Moscardie). Best novice: Hillman Minx (Lt. A. de Walleville).

20 Ghost Club.—The subject for the brains trust meeting on January 31 is an eminent one—the Rolls-Royce and Rolls-Royce sponsored Bentley cars. "Brains" will be R. F. Messervy, of Rolls-Royce, S. E. Sears, L. C. McKenzie, D. B. Tubbs and Stanley Bull, who are hoping to be "picked" by a great number of enthusiasts for the *marque*. Venue is the Princess Louise, 208, High Holborn, London, W.C.2, at 6.30 p.m. Admission by ticket (2s 6d), from W. F. Watson, Aldwick Hundred, Aldwick, Sussex.

Mercedes-Benz Club.—Owners of large cars certainly had something to celebrate on January 10, and the Tax Emanicipation Rally drew an impressive concours; Mercedes, Rolls-Royce Ghosts, an Hispano-Suiza, and two straight-eight Isotta Fraschini cars joined the assembly.

N. Midland M.C.—Heavy mist—and later darkness—visited the semi-sporting standard car trial, run on Sunday, January 18. One competitor, who had been following one of the Derbyshire stone walls for some time, and apparently doing very well, found too late that the wall did not follow the road! Ken Scales, in the ex-Reece Ford Anglia Ten, was the only competitor to "scale" both observed sections, and gained best performance of the afternoon. Results: Closed cars: 1, Ford 1,172 (K. A. Scales); 2, Ford 1,172 (Mrs. K. Harrison). Open cars: 1, M.G. TA (T. A. Marshall); 2, M.G. TD (P. Dickenson).

Mid-Surrey A.C.—To cater for standard car competitors, a treasure hunt will be run on February 8 starting from the Sugar Bowl, Burgh Heath, Surrey, 2 p.m. (F. Bird, 101, Woodmansterne Road, Carshalton Beeches, Surrey.) Incidentally, club membership now stands at over 100. Meetings during the season are: Grand Cup Trial (April 19), driving tests (May 17), speed trial (June 14), Barnstaple Cup trial (July 26).

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IN BRIEF

Servicing and rebuilding of Smiths' jacking systems are now being undertaken by the service department of Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2.

Sir William, Sir Reginald and Mr. Brian Rootes have joined the board of Rootes Motors (Canada), Ltd. The Canadian company is now an associated company of the Group.

When Cox and Co. (R. W.), Ltd. held their annual dinner and dance earlier this month it celebrated their 25th anniversary. During the evening a silver basket was presented to Mr. R. W. Cox.

All eight of the Sunbeam-Talbot works cars entered in the Monte Carlo Rally were equipped with detachable roof racks of the type produced by Watney Motor Accessories, Ltd., of Blaby Trading Estate, Blaby, near Leicester.

Mr. C. Moseley-Williams, director and sales manager of the Power Petroleum Co., Ltd., has retired. Mr. M. J. Baker has been appointed assistant sales manager, Mr. E. St. Clair Forbes has become manager of the Midland branch, and Mr. H. T. Beard is now the north Midland branch manager.

A new depot at 118, Millfield, Belfast, has been opened by Henley's Tyre and Rubber Co., Ltd. The telephone number is 30642. The company has also taken larger premises in Manchester, the new address being 2, Little Peter Street, Manchester, 13. The telephone number is Blackfriars 3612. The warehouse address remains 10-12, Lower Byrom Street, Manchester, 3.

Awards have been made by the Triplex Safety Glass Co., Ltd., of King's Norton, Birmingham, to 24 employees for useful suggestions. Last year 100 suggestions were submitted, of which 24 were sound, useful ideas for which awards were made. In addition, 37 suggestions were considered worthy of smaller token awards.

Mr. Colin M. Medlicott, tyre manager of the Dunlop company for the Birmingham district, has been appointed sales manager at Bristol for the west region in succession to Mr. H. J. Holmes, who was recently promoted sales manager for the south of England. Mr. Medlicott's successor in Birmingham is Mr. Donald Taylor, Dunlop's district manager at Greenwich, who, in turn is succeeded by Mr. F. W. Langley, assistant manager of Dunlop's national sales division for tyres at Albany Street, London, N.W.1.

New premises have been opened by Lombard Banking, Ltd., of Lombard House, 5, Aldford Street, Park Lane, London, W.1, at 1, St. Andrew's Place, Cardiff. The telephone number is Cardiff 29706. Mr. Robert Williams is the manager of the new branch office. Another Lombard Banking appointment is that of Mr. Philip B. D. Rushton as North London area representative. Mr. Rushton was previously a member of the London branch office organization.

A service week for Regent lubrication is being held by E. J. Walsingham and Son, Coronation Garage, Wells-next-the-Sea, Norfolk. It started on January 26. From February 2 a similar week will be held at George Buck, Wednesbury, Staffordshire, and for a fortnight from February 14 a special tuning service will be operated at Harris's Farcroft service station, Handsworth, Birmingham, 2. The latter service will prepare cars for premium petrol at a cost of 2s 6d.

Mr. S. P. Robertson, previously operations manager, southern division, of Shell-Mex and B.P., Ltd., Shell-Mex House, Strand, London, W.C.2, has been appointed sales manager, southern division. Another Shell-Mex appointment is that of Mr. J. Moore to retail marketing manager, northern division. Mr. Moore was previously administrative assistant, retail marketing department, at the head office.

Mr. E. L. Cadwallader has given up his executive appointment with C.A.V., Ltd., of Acton, London, W.3, but he is retaining his seat on the board and will be a consulting director. Mr. Cadwallader, at 70, decided to make way for a younger man. Mr. Hubert G. Mason has been appointed joint general manager in addition to being the sales and service director. Mr. Mason is also on the board of Joseph Lucas (Export), Ltd.

Mr. E. F. Brown has been appointed manager of the industrial division of the S. S. White Co. of Great Britain, Ltd., at Britannia Works, St. Pancras Way, London, N.W.1, manufacturers of flexible shafting, and flexible oil and petrol pipes. Mr. Brown succeeds Mr. B. G. Parker, who is no longer associated with the firm.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:

No. 16538.—1939 1½-litre Triumph Dolomite
"J.W.B."—Maintenance details, all possible details and handbook.

No. 16539.—1937 B.S.A. Scout

"M.H.M."—Any available information and a handbook for Series IV model.

No. 16540.—1947-49 1½-litre Jaguar

"K.R.B."—Particulars as to fuel consumption, maximum speeds, and all other available information.

No. 16541.—Standard Big Nine

"A.B.P."—All possible information and a handbook.

No. 16542.—Flat 500 Conversion

"G.L.B."—Hints on fitting 8 h.p. Ford engine and gear box, and what snags to look for.

No. 16543.—1938-39 Railton

"P.F.S."—All possible information also a handbook.

No. 16544.—Handbooks Required

"R.W.T."—1934 Austin Seven.

"L.R.B."—1937-38 Lanchester Roadrider.

"A.E.P."—1938 Rover Fourteen.

"E.A.L."—1939 14-60 h.p. Triumph Dolomite.

"H.P.J."—Morris Twelve-Four Series III workshop manual.

"L.P.J."—1938 Austin Ten.

"H.G.M.W."—1938 Wolseley Fourteen.

"W.R.D."—1937 Riley Nine Monaco.

"P.J."—1938 Austin Big Seven workshop manual.

"T.D.B."—1938 Hillman Fourteen.

"H.W.P."—1932 Riley Nine Gamecock.

"R.V.W.C."—1950 Standard Vanguard.

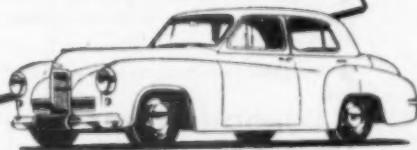
"J.M.C."—1938 Riley Twelve Victor, with overdrive.

"A.G.P."—1938 30.6 h.p. Buick Special Viceroy.

"E.W.J.R."—1938 14 h.p. Lanchester Roadrider.

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1952 AUSTIN "A.70" Hereford Sal. (Heater) Green. 3,000 miles	£895	1951 LEA-FRANCIS 14 h.p. 4-light Sal. (Heater.) Green. 18,000 miles	£995
1952 ALVIS 3-litre Sal. Maroon. 6,000 miles	£1,495	1952 SUNBEAM-TALBOT "90" Sports Sal. (Heater.) Bronze. 12,000 miles	£950
1951 FORD "Anglia" Sal. Black. 15,000 miles	£450	1951 (Series) S/TALBOT "90" Con. Coupe. Black. 13,000 miles	£695
1952 HILLMAN Minx Mk. V Con. Coupe. Green. 5,000 miles	£725	1951 VAUXHALL Wyvern Sal. Black. 500 miles	£745
1951 HUMBER Hawk 16 h.p. Sal. Blue. 8,000 miles	£895	1952 VAUXHALL Velox Sal. Black. 11,000 miles	£795
1952 HUMBER Hawk 16 h.p. Sal. Black. 2,000 miles	£1,045	1950 ROLLS-ROYCE Silver Wraith Sports Sal. by Park Ward. Grey. 26,000 miles	£3,975
1951 HUMBER Super Snipe 27 h.p. Sal. Black. 15,000 miles	£950		

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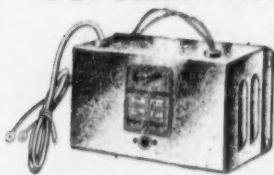
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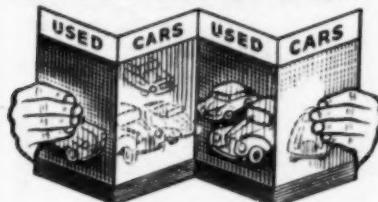
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429
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399
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239
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219
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259
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199
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169
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Alfa-Romeo Cars Wanted

BARTLETT, Alfa-Romeo Specialists, 27a, Pembridge Villas, W.11. [W1013]

ROFLAND SMITH'S the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0913/R]

PERFORMANCE CARS, urgently require Alfa-Romeo's.—Great West Rd., Brentford, Middlesex. Ealing 6644, or 107, New Cavendish St., Great Portland St., W.1. [W3041]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124 R]

ALLARD

DICKS

1948 Allard sports 4-seater, excellent condition, 17,000 miles, £350. [C1072]

DICKS CAR SALES, Ltd., 363-401, High Rd., Kilburn, Maida Vale 6886-9. [C1072]

RICHARDS & CARR, always best value.

1950 saloon, grey, superb throughout; £595.

35 Kinneron St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

BROOKLANDS—Individuality, new and used cars.

ALLARD F.S. d.h. coupe, shop soiled, offers invited.

103. New Bond St., London, W.1. Mayfair 8851-6. [C1029]

ALLARD 1948 2-seater, resprayed, B.R.G., 25,000, good hood, exchange or £425—Box 5018. [7770]

1949—Allard foursome coupe, £350.—Brookside 102, High Rd., Uxbridge. Tel. 164-10 to 7 p.m. [C1030]

1951 Allard saloon, grey, superb condition; first £570.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [7695]

1949 Allard 2-seater sports roadster, in outstanding condition; £450.—Peter Banfoot Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [C1014]

SALES & WANTS

Turn to page 72 for
Advertisement Form

INDEX

Agricultural Equipment	66
Ambulances	62
Auctions, Tenders, Appointments, etc.	71
Architects	66
Balances	66
Batteries, Chargers, etc.	66
Books, etc.	70
Brakes, Cables, etc.	66
Business and Property	69
Camshafts	66
Caravan Section	62
Carburetors, Economisers	66
Car Covers	66
Car Radio	65
Cars for Hire	65
Chromium Plating	66
Clothing, etc.	66
Clutch Units	66
Coachbuilders and Bodies	62
Commercial Vehicles	62
Cylinder Blocks	66
Cylinder Grinding, etc.	66
Cylinder Heads	66
Dynamics	66
Electrical Equipment	66
Engines and Accessories	67
Exchange	65
Gas Carburetors	67
Gear and Steering Boxes	67
Generating Plant	67
Hoods, Cellulose, etc.	67
Hotels, Guest Houses, Accommodation, etc.	70
Independent Suspension	67
Insurance	67
Lamps, etc.	66
Loose Covers	67
Magnetics	67
Miscellaneous	67
Mobile Cafeterias, Kitchens, etc.	62
Motor Cycles for Sale	62
Motor Houses	62
Mudguards	67
New Cars	63
Packing and Shipping	66
Parts and Accessories	67
Patents, Experimental Work	66
Pistons	68
Radiators, Mufflers, etc.	68
Repairs, Welding, etc.	66
Roof and Rear Luggage Racks	68
Running Boards	68
Safety Glass	68
Second-hand Cars for Sale, Wanted and Service and Service	59-62
Shock Absorbers	68
Situations Vacant	70
Situations Wanted	70
Speedometers	69
Spares	69
Superchargers	69
Trailers	62
Tuition	66
Tyres and Tubes	69
Wheels, Discs, etc.	69
Windscreens	69

MOTORISTS! ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 70

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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ALLARD

ALLARD drop head coupe, 1948, £550.—Potters Bar 2371. [17550]

Allard Cars Wanted
BARTLETT, the Allard Buyers, 27a, Pembridge Villas, W.11. [W1013]

PRIVATE purchaser requires 1950 saloon, 2, Chestnut Close, N.14. Palmers Green 7052. [7639]

ROFLAND SMITH'S, the Allard buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. [0988 R]

PERFORMANCE CARS, urgently require Allard's—Great West Rd., Brentford, Middlesex. Ealing 8841; or 107, New Cavendish St., Great Portland St., W.1. [W3041]

RICHARDS & CARR, the best Allard buyers—35, Kinneron St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

ALVIS

BJ. HUNTER, Ltd., offer:—

1948 Alvis 14hp utility, very attractive low built body; £495. [C2040]

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

BROOKLANDS: Alvis Distributors, new 3-litre. [C1028]

1953 Alvis 3-litre sports 2-seater. [C1028]

1951 Alvis 3-litre saloon, radio, heater. [C1028]

1950 Alvis 14hp sports 2-seater, extras. [C1028]

ALVIS cars examined and approved by makers.

BUY or sell your car.

103. New Bond St., London, W.1. Mayfair 8851-6. [C1028]

1947 Alvis 14hp foursome coupe, exceptionally nice condition—Tel. Mayfair 3680. [C2050]

1939 (May) 12 70hp Alvis shooting brake, excellent order and condition throughout; £225. [C2050]

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0269. [C2050]

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars." [C2040]

£145—Alvis 14hp 1934 Vanden Plas drop head, good order, recently reconditioned.—J. N. Gibney, South Cadbury, Yeovil. North Cadbury 7572. [C2050]

1950 (June) Alvis 14 saloon, 17,000 miles, radio, heater, one owner, perfect specimen; £725.—Royston Motor Co., Ltd., Herts. Tel. Royston 2148. [C2050]

FIREFLY 1955 4-door saloon, excellent condition, good tyres, full particulars of considerable reconditioning on request; £150.—Moss, Ashes Lane, Over Whitacre, Nr. Colehill, Warwickshire. [C2050]

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Birrellgate, Bolton (Tel. 1100), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [C2050]

1937 Alvis 17 Silver Crest sports saloon with performance and general condition throughout really superb; £265 h.p. and exchanges.—Royce Automobiles, Ltd., 127 Parkway, N.W.1. Euston 2700 and 8829. [C2050]

1948 Alvis 14hp Duncan Special 4-seater, salmon-pink, maroon, loose covers, radio, heater, spot lamps, dual horns, taxied, one owner, superb cond.; first £640.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 8. [C2050]

£295!!!—Speed 25 Alvis sports saloon by Charlesworth, 1957 model, in black with rich grey hide interior, very good example in particularly fine mechanical condition and with a performance which will more than satisfy the most exacting Alvis enthusiast, original in fittings, strongly recommended.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1028]

Alvis Cars Wanted

ROFLAND SMITH'S, the Alvis buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. [0988 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Alvis Cars Wanted

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 3841; Tel. 107. New Cavendish St., Great Portland St., W.1. [W1041]

CHILTERN CARS urgently require 12/70 and Speed 25 drop head coupes and saloons.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045]

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C0590/R]

Alvis Spares and Services

SERVICE and spares for Alvis cars.—
A LVICE, Ltd., Service Station, 852, Finchley Rd., London, N.W.1. Tel. Speedwell 6762-3-4. Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams, Alvis, Coventry. [C0581/R]

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 19, Berksley St., W.1. Mayfair 6266. SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [C0591/R]

MANCHESTER—Alvis repairers and spares, main agents.—
A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Russ. 2874/5. [C0653/H]

K INGSTON-ON-THAMES—Sales and Service—O. W. Wilkinson, Ltd., 84, Eden St., Kingston 2241-2. [S4053/R]

AMERICAN CARS

SIMPSON'S MOTORS offer:—

RHD 1952 Buick Super Riviera saloon, Venetian blue, approximately 6,000 miles.

RHD 1949 Chevrolet saloon, shell grey and smoke grey, approximately 32,000 miles, fitted all extras.

RHD 1950 Pontiac, burgundy and fuchsia, fitted with all extras.

1952 Studebaker Champion, pastel green, approxi-

mately 5,000 miles, fitted with all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3905. [C4015]

METCALFE & MUNDY, Ltd.

A LWAYS a representative stock of carefully chosen pre- and post-war American cars.

B UICK saloon, delivered new March, 1952.

C HEVROLET saloon, November, 1950, 12,000 miles.

PONTIAC saloon, April, 1949, 23,000 miles.

PONTIAC saloon, first registered 1950.

1939 Oldsmobile saloon.

1938 Oldsmobile drop head coupe.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

CAMDEN MOTORS offer the following post-war American cars, each with a written guarantee:—

1949 American Silver Stream 8-seater, 4-door model with all extras.

1949 Buick Super 8 4-dr. 5-seater saloon, practically indistinguishable from brand new.

1948 Packard Super 8 4-door saloon, genuine low mileage model.

1947 Ford American V8 6-seater saloon, right-hand drive, special leather interior.

1947 Lincoln Custom 6-seater saloon, chauffeur driven and maintained.

1947 Mercury 8 convertible coupe (5-seater drop head), electric hood, etc.

For details of above, write, call or phone:—

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. [C1035]

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

American Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3905. [C4015/R]

JOE THOMPSON (MOTORS), Ltd., require late model American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

WANTED. American fixed head coupe, 1940 or later; state price.—Write, 255, Walton Lane, Liverpool, 4. [C7628]

TAYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices.—45, Kensington Court, W.8. Wes. 6015. [C7808]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

ARMSTRONG SIDDELEY

P & J Armstrong Siddeley, Ltd. (London and district distributors), offer:—

1952 Armstrong Siddeley Whitley 18hp saloon, superb condition, one owner; £1,225, one week's free trial, guaranteed.—184, St. Portland St., W.1. Museum 1001. [C3039]

GUY SALMON AUTOMOBILES offer:—

1950 Armstrong Siddeley Hurricane coupe, 12,000 miles, superb condition; £775.

1950 Armstrong Siddeley Lancaster saloon, most outstanding example (not ex-hire car); £795.—Portsmouth Rd., Thames Ditton, Emberbrook SS51-2-3. [C4001]

1953 (Jan.) Armstrong Siddeley Whitley saloon, 200 miles, modest price; exchange entertained.—Ernest Sutton, Weybridge 600. [C4023]

ARMSTRONG SIDDELEY

MESES & MEBES, Ltd. (Est. 1895), offer:—

1948 Armstrong Siddeley Hurricane foursome coupe, cream and red, radio, heater, plaid loose seat covers, manual gear box, small mileage, excellent condition throughout; £595.—The Broadway, Mill Hill, N.W.7. Tel. MI. 2040. [C5012]

BROOKLANDS—Individuality, new and used cars.

1952 Armstrong Whitley saloon, 5,000 miles, radio, heater.—New Bond St., London, W.1. Mayfair 8551-6. [C1029]

GORDON CARS (LONDON), Ltd., for Armstrong Siddeleys.

1950 Whitley saloon, blue; £895.

1950 Whitley saloon, black; £875.

1949 Typhoon saloon; £650.

GORDON House, 373, Euston Rd., N.W.1. Eus. 6611. [C2023]

1948 Armstrong Typhoon, £545.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1949 Armstrong Siddeley Lancaster saloon, radio and heater; £575.—Wembley Court Motors (C4050

High Rd., Wembley). Wembley 8767-8.

CASS'S MOTOR MART—1950 Armstrong 18 saloon, black, heater, one owner, unblemished, written guarantees.—5, Warren St., W.1. Euston 3523. [C1040]

1947 Typhoon, as new, original finish, mechanically perfect, new battery and tyres, moderate mileage, heater; £475.—Upfield, Addiscombe 17767.

ARMSTRONG SIDDELEY Hurricane coupe, under 200 miles, much below list; Green & Zonis, Ltd., 246, 252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028]

ARMSTRONG SIDDELEY 14, 1947, grey, brown leather, engine reconditioned November, 1952, excellent condition throughout; £200.—33, Mearse Lane, Barnet Green, W.9. [C7526]

ARCHIE SIMONS & Co., Ltd., 1949 Armstrong Siddeley Lancaster 4-door saloon, colour blue, hide upholstery throughout, manual gear change, one owner, a very good example of this popular model, in every way; £995.—94, St. Portland St., W.1. Lan 1343. [C4013]

£1095!!!—1951 Armstrong Siddeley 7-passenger limousine, Hispano with side passenger and Lockheed hydraulic brakes, whole condition, flawless, black coachwork with all leather upholstery front and rear in absolutely immaculate order, 17,000 miles but looks distinctly very much less, widest face, open occasional division, most efficient heater, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1035]

Armstrong Siddeley Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [C1071/R]

R OWLAND SMITH's, the Armstrong buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [C1018]

NEWNHAMS LTD.

1947 Austin 8 saloon, one owner, 20,000 miles; £395. [C1054]

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

J. HUNTER, Ltd., offer:—

1948 series Austin 8 saloon, really as new, metically maintained; £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

C.M.I. CAR SALES (Prl. 6623) offer:—

1941 Austin 8 4-door saloon, maroon, good condition; £275.

THREE months' guarantee; terms: list on application. Swiss Cottage, Finchley Rd., N.W.3. [C1051]

OCTOBER (1947) 4-door 8-litre saloon, grey/green, brown interior, excellent condition; £525.

RAD BROS. MOTOR CO. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048]

1947 Austin 8 saloon, good condition, clean, carefully used; inspection invited; £380.—Tel. Derwent 4624. [C759]

1947 Austin 8 saloon, one owner, faultless; £395.—Rogers Garage, Wellesley Ave., Hammersmith, W.6. Riverside 2644-5. [C1054]

1947 Austin 8 very good condition, one owner, Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [C2056]

1946 Austin 8 4-door saloon, black, brown leather, one owner, guaranteed; £385.—Palmer's, W.6. Mews, Kensington. Park 9704. [C752]

£385!!!—1947 Austin 8 de luxe saloon, in spotless and magnificent condition, undoubtedly the finest and best available at this price; 3 months' guarantee; hire purchase exchanged.

L AMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052]

Aston Martin Cars Wanted

R OWLAND SMITH's, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [C1017/R]

CHILTERN CARS urgently require all 1½-litre Bedfords.—Tel. 2060. [C1045]

1952 Aston Martin DB2 saloon wanted, low mileage, plus cash adjustment.—Box 4988. [C1067]

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLO suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2½-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. [C1018 R]

AUSTIN SEVEN

1939 Austin 7 4-door saloon, original condition; £225.—Palmers, 4, Russell Mews, Kensington. Park 9704. [C751]

1937 Austin 7 2-seater Opal tourer, blue, in very good condition; £140.—L. F. Dove, Ltd. 111-115, Addiscombe Rd., Croydon. Addiscombe 3096. [C1076]

1950s—Austin 7 1936 Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham 6041. [C4018]

Austin Seven Cars Wanted

AUSTIN 7 Ruby saloon required. Morris & News, Kensington. Park 9704. [C751]

1937 Austin 7 2-seater required. Morris & News, Kensington. Park 9704. [C751]

1937 Austin 7 2-seater, the Austin buyers. Hampstead High St. (Hampstead Tube). Ham 6041. [C1018 R]

AUSTIN EIGHT

NEWNHAMS LTD.

1947 Austin 8 4-door saloon, one owner, 20,000 miles; £395. [C1054]

1947 Austin 8 saloon, one owner, 20,000 miles; £395.—Hammer Smith, W.6. Riverside 4646. [C3024]

J. HUNTER, Ltd., offer:—

1948 series Austin 8 saloon, really as new, metically maintained; £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

C.M.I. CAR SALES (Prl. 6623) offer:—

1941 Austin 8 4-door saloon, maroon, good condition; £275.

THREE months' guarantee; terms: list on application. Swiss Cottage, Finchley Rd., N.W.3. [C1051]

R OWLAND SMITH's, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [C1018 R]

AUSTIN TEN

ELITE MOTORS offer:—

1947 (Aug.) Austin 10 4-door de luxe saloon, moderate mileage, faultless mechanical condition, excellent coachwork and tyres; £395.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Bahama 2474 (4 lines). [C2005]

C.M.I. CAR SALES (Prl. 6623) offer:—

1938 Austin 10 4-door saloon, black, very good condition throughout; £290.

THREE months' guarantee; terms: list on application. Swiss Cottage, Finchley Rd., N.W.3. [C1051]

1947-8 Austin 10 saloon, one owner; £375.—A.Z. Motors, Palmerston Rd., N.W.6. Mat 4723. [C1011]

£165—£65 deposit; 1939 Austin 10 van in immaculate condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024 I]

1940 Austin 10 saloons, very sound and clean; £275.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—

Flynn Motors, Ltd., Old Windsor, Tel. Windsor 2002-5. [C1017/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

1948 Austin 10 saloon, one owner, recently reconditioned, mechanically good; £395.—Gordon Wooderson, 48a, Drestead Rd., S.W.16. Tel Streatham 6236. [C4059]

£145—£50 deposit; 1935 Austin 10 de luxe saloon, in exceptionally clean condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

175 gns.—Austin 10 1938 Cambridge de luxe saloon, blue, sliding head, blue leather, tax'd, terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Austin Ten Cars Wanted

C
M

THE CAR MART, Ltd., London Distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R]

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10920/R

WHY accept less for your Austin 10 saloon when you get its full market value from:

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gia. 2234. [W2008]

REQUIRED immediately, good Austin 10.—G. Edwards, Amenny Lane, Harpenden, Herts. Tel. L8. [W2000]

AUSTIN A40

CAR MART, Ltd.,

LONDON distributors.

1952 Austin A40 Somerset saloon, radio, 3,000 miles; £725. [C2051]

1949 Austin A40 Devon saloon, 20,000 miles; £515.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

BROWN'S GARAGE offer:—

1951 (September) Austin A40 saloon de luxe, steering column gear change, heater, one owner, 11,000 miles only since new, immaculate condition; £625.—Austin A40 Countryman, heater, one owner, 13,000 miles only since new, immaculate condition; £575.

1949 (September) Austin A40 saloon de luxe, heater, one owner, low mileage, immaculate condition; £525; 3 months' written guarantee.—Brown's Garage, Loughton (Essex), 4119. (Tune). [C1034]

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, beige with brown upholstery, recorded mileage 22,000, £565.

1952 Austin A40 Devon saloon, green with brown upholstery, heater, recorded mileage 14,500; £610. [C842, High Rd., N.12. Hillside 0024]. [C2027]

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A40 Somerset, green/brown, 5,500 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/5. [C8501]

WARWICK WRIGHT, Ltd., offer:—

1951 Austin A40 Countryman, dark green, 10,000 miles; £645. [C4045]

GUY SALMON AUTOMOBILES offer:—

1952 Austin A40 Somerset saloon, 2,000 miles; £725.—Portsmouth Rd., Thames Ditton. Emberton 5551-2-3. [C4051]

DJ SHEPHERD & CO. (ENFIELD), Ltd.

1952 Austin A40 saloon, colour green, mileage 4,000 only, immaculate condition, taxed for year; £605.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1651. [C4009]

1949 Austin A40, grey, 18,000 miles; £525.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.5 (Flamman 8161). [C4046]

RUSSELL MOTORS offer:—

1948 (November) Dorset saloon, 25,000 miles, one owner; £455; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060]

1948 (Oct.) Austin A40 Dorset saloon, green, seat covers; £425.

1949 (March) Austin A40 Devon saloon, blue, blue leather upholstery, radio, heater and demister, non-draught wind shields, 19,000 miles, one owner; £495.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.5. Hampstead 4414. [C1025]

1952 Austin Somerset saloon, heater, 5,000 miles only £695.—Below.

1951 Austin A40, 6,000 miles, black, radio, heater, sun roof; £595.—R. C. Paul, Ltd., 32, Brunswick Place, W.1. Mayfair 0821/2. [C5040]

1949 Austin A40, 15,000, radio, heater, covers, one owner; £565.—Watford 4796. [C757]

£695—1932 A40 Somerset, green, 7,000 miles, heater, unblemished.—Below.

£455—1949 Austin A40 saloon, sliding roof and heater.—Vanderbilt, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]

1951 Austin A40, grey, excellent condition; £555.—Cyril Sheppard of Reading. Sonning 2346. [C1024]

AUSTIN A40

1950 model A40 4-door saloon, radio, heater, sunroof, fog lamps, genuine 26,000 miles; £495.—R. C. MONTLAKE, 235, Kensal Rd., London, W.10. Arnold 4604. [C5017]

JULY, 1951. Austin Devon saloon, 14,000 miles, mist green, private, one owner, any trial; £575.—Ent. 4622. [C1024]

1949 A40, sun roof, heater, loose covers, one owner; £485.—Scott Cars, 347, Finchley Rd., London, N.W.3. [C4016]

1951 (Nov.) Austin A40 sports, 3,500 miles only and as new.—Dawson Bros., High St., Lytham, Lancashire. [C7578]

COUNTRYMAN A40 utility, 1950, spotless, £495 or exchange saloon.—45, Shirehall Park, N.W.4. Hendon 1648. [C7534]

1952 Somerset, heater, loose covers, mats, radio, indistinguishable from new, mileage under 1,500, taxed; £755.—Box 5014. [C7578]

AUSTIN A40 Somerset sal., 9,000 miles; £695.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3043]

1951 Austin A40, 4,800 miles, radio, heater; £625.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Lan. 2261/2. [C3067]

1949 Austin A40 4-door saloon, one owner, small 1949 mileage, immaculate; £575.—Kings Motors, 1, High St., Hounslow. Tel. 5323. [C2049]

1952 (Sept.) Austin Somerset saloon, grey, radio, heater, 3,000 miles; £750.—Jack Olding & Co., 8, North Audley St., London, W.1. Mayfair 5242. [C3030]

AUSTIN A40 Devon, 1951, 7,000 miles, grey cellulose/blue leather upholstery, perfect throughout; Grosvenor, Soho Garage, Soho Square, W.1. Ger. 6678/9. [C7579]

1951 Devon sun roof saloon, grey/blue, heater, immaculate; £565; a selection usually available.—H. A. Saunders Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C9004]

COUNTRYMAN 16,000 miles, green, one owner, used privately only, 1951 (May); £550; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051]

LATE 1951 Devon black saloon, steering column gear change, under 15,000 miles, virtually as new, laid up since August; £575.—The Cottage, Southwell Park Rd., Camberley 1541. [C7657]

1950 (May) Austin A40 Devon saloon, 17,000 miles, one owner, finished grey, blue, grey/blue, leather, fitted with heater, absolutely immaculate; £575; trade enquiries welcomed.

MOTOFESTA (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

1951 Austin A40 saloon, grey/blue, immaculate condition, 10,000 miles; £595.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027]

1951 Austin A40 saloon, grey, sliding roof, heater and radio, and many other extras, one owner, 10,000 miles only; £600.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1078]

£535—1950 Austin A40 saloon, one owner, another 1951; £635.—Le Grice, Elers, 107-9, Old Brompton Rd., South Kensington. E.W.7. Kensington 2477. [C2055]

1949 Austin A40 saloon, grey with fawn leather upholstery, wireless, heater, sunshine roof, 18,000 miles, well maintained; will accept £495.—Ratcliffe's (Putney Way), Ltd., Putney Way, Croydon. Croydon 3678-9. [C7575]

1951 (March) Austin A40 Devon saloon, black, fitted heater, one owner, guaranteed 10,000 miles, looks 4,000 miles, as new; £595.—Gibsons Sports Cars (Xchurh), Ltd., Lyndhurst Rd., Christchurch. Hants. Tel. 1681. [C7508]

495—Austin A40 September, 1949. Devon 4-door saloon, grey, sliding head, heater, one owner, unused spare, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4918]

AUSTIN A40 sports convertible, 1952, barely 12 months old, finished stone with red leather upholstery, total mileage 15,000, fitted many extras, including twin Lucas spot lamps, twin wing mirrors, heater chromerimmellishers etc., cost over £950, brand new condition throughout; £675.—Tel. Birmingham, South 3018. [C7705]

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

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ROAD, London, N.W.1.

TELephone: Euston 1212

I0957/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10912/R

PRIVATE buyer requires Austin A40 sports, 1951-5, Box 4940. [C7559]

Austin A40 Cars Wanted

URGENTLY wanted, 1949-51 Austin A40; no dealers.—J. Iron, 94, Dilton Field, Cambridge. [W5055]

AS new post-war Austin A40 required—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [C7525-R]

CASH buyers of good Austin A40s; distance no object.—Hutton, Lord St., Southampton. [C7526-N]

SOMERSET wanted privately, lowest possible mileage; age—665. Durham Rd., Gateshead-on-Tyne. Tel. 75532. [C1015]

WHY accept less for your Austin A40 saloon or from Countryman when you set its full market value

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gia. 2234. [W2008]

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Austin A40 saloons from private owners.—Write details or tel. Bradford 41337. [C6225]

AUSTIN TWELVE

MESES & MERES, Ltd. (Est. 1895), offer:—

1936 Austin 12hp de luxe Ascot sunshine saloon, black, brown hide upholstery, Easyclean wheels, above average for year; £625.—The Broadway Mill Hill, N.W.7. Tel. Mill 2040. [C3012]

1937 Austin 12, excellent condition; £225 or exchange sports car.—Perivale 6676. [C7526]

1939 Austin 12-4 saloon; offers over £200.—Holborn 214, Newmarket Rd., Cambridge. [C7579]

1937 Austin 12-4 Ascot saloon, good condition, any trial; £165.—Humphreys, Str. 4108. [C7744]

1938 (Oct.) Austin 12 Ascot saloon HRA series, black and brown leather, excellent condition, good tyres; £250. [C7580]

1938 (June) Austin 12 Ascot saloon, black and brown leather, in good order, any trial, £220. [C7581]

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.2. Mac. 3565. [C7582]

1947 Austin 12 black saloon, mileage 26,000, one owner, immaculate condition, £450.—Marshall Lane, Bawtry, Yorks. [C7622]

£295!!—1939 Austin 12-4 saloon de luxe, in spotless condition and mechanically excellent, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 425, High Rd., Finchley, N.12. Fin. 6221. [C2052]

1947 Austin 12-4 saloon, discs, excellent; £385; terms, part exchange.—Roy's Automobiles, Ltd., Parkway, N.W.1. Euston 2700 and 8894. [C3054]

1938-9 Austin 12-4 saloon de luxe, immaculate; £295.—G. J. Ballantyne, Ltd., 2c, Ballantyne Hill, S.W.12. (100 yds. Clapham South Tube). Batt. 1107-8-9. [C7524]

Austin Twelve Cars Wanted

CTHE

THE CAR MART, Ltd., London Distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R]

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. 10921/R

AUSTIN SIXTEEN

1948 Austin 16, owner-driven, smart, mechanically sound, any trial; £500 n.o.—Apply, Box 4640. [C727]

£545!!—1949 Austin 16hp saloon, black, brown leather, radio and heater; also 1948 at £465.—Vanderbilt, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057]

1948 (June) Austin 16 sunshine saloon, 27,000 miles only, magnificent.—Gerry Browne Motors, 55, South Edwards Sq., London, W.2. Western 4551. Trade only. [C1051]

1949 model November, '48 Austin 16 saloon, black, brown, one owner, radio, sliding roof, heater, under 20,000 miles, beautiful condition; £545.—Bridge Motors, Church St., Rickmansworth. Tel. 2362. [C7748]

£545!!—Undoubtedly specimen condition, 1949 model, drive it; it's magnificent; you must see this to buy it; 3 months' guarantee; hire purchase, exchanges.

AMBRS, Finchley Showrooms, 421 and 425, High Rd., Finchley, N.12. Fin. 6221. [C2052]

NAYLOR & ROOT—1948 Austin 16 saloon, black, brown, leather, immaculate condition; £495. 1949 Austin 16, black, leather, one owner, new, full paper, £550. 3 months' guarantee; 22, East Hill, Clapham Junction S.W.11. Batt. 2252. [C7562]

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1937-8 Austin 16 saloon, radio, heater, fog lamp, new tyres etc., engine recently completely overhauled, also resurfaced throughout, taxed £175. 1939 at £195; terms and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059]

HEARSE 1952 streamline Deluxe Bearer-Deck Coachwork, bargain value, illustrated brochure despatched.

Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1050]

Austin Sixteen Cars Wanted

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Austin Sixteen Cars Wanted

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TEL: Euston 1212.

[0955/R]

AUSTIN A70 & A90**A**CRES offer:—**1952** Austin Hereford saloon, finished in pastel blue with leather upholstery to match, heater and radio, speedometer reading 8,000 miles, undoubtedly genuine, recently offered £965.—**A**CREST AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002]**CAR MART, Ltd.,
LONDON distributors.****1952** Austin A90 saloon, heater, 100 miles; £1,050.—**C**ar Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1]**CAR MART, Ltd.,
LONDON distributors.****1952** Austin A70 Hereford saloon, radio, heater, 2,000 miles; £945.**1951** Austin A70 Hereford saloon, radio, heater, 20,000 miles; £725.—**C**ar Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]**NEWNHAMS, Ltd.****1951** Austin A90 Hereford saloon, grey, 15,000 miles, carefully used; £795.**1950** NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4046.**JACK ROSE, Ltd., offer:—****1951** Austin A90 Atlantic sports saloon (hard top), black with ivory upholstery, almost spotless, spare unused; accept £775.—**J**ack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C1056]**TOM GARNER, Ltd., offer:—****1952** Austin A70 Hereford saloon, green with brown leather, heater, 5,000 miles only; £100 below last price.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-67. [C2020]**WANSTEAD MOTORS, Ltd., offer:—****1950** A70, blue with blue leather, heater and radio, one owner, 25,000 miles; £565.**WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000.** [C4042]**GUY SALMON AUTOMOBILES offer:—****1951** (October) Austin A90 saloon, genuine 11,000 miles, H.M.V. radio, £235. Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. [C4001]**1951** Austin A90 saloon, black, red leather, heater, low mileage; £765.**R**IPOCO, Ltd. (Austin purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C5052]**1951** (June) Austin A90 saloon, 10,000 miles; sale or exchange.—**E**rnest Sutton, Weybridge 600. [C4023]**1950** red power-operated convertible coupe, cream, red leather upholstery, fast and attractive car; £665.**B**RETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021]**1949** Austin A70, excellent condition throughout, 18,400 miles only.—**C**ounty Garage Co., Ltd., Lower St., Carlisle. Tel. 24234. [C1759]**1951** (Nov.) Austin A70 Hereford saloon, 7,000 miles, many extras.—**C**. A. Petro, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3043]**1952** Austin Hereford, finished in green, perfect, 4,000 miles only, as new; £795.—**L**. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1232. [C1078]**1952** Austin A70 Hereford saloon, 4,000 miles, much 1600 litre Green & Sons, Ltd., 246/252, Deansgate, Manchester 3. Tel. Deangate 3325/6. [C2028]**1951** A90 saloon, one owner, radio, heater, low mileage, metallic grey, superb condition; £875.—**B**ridge Motors, Church St., Rickmansworth. Tel. 2362. [C1747]**1952** A90 sports saloon, black, heater, 205 miles only, unblemished; terms, part exchange considered.—**A**ustin House, 144, Golders Green Rd., N.W.11. Speenwell 6011.**1951** registered December, 1950, Austin A70 Hampshire, £40 wireless, heater, one private owner, small mileage, etc., including tyres; £650 (exchange, well 6011).—Greenough, Burrrington, Near Bristol. [C1759]**1951** model £695, £235 deposit, Austin A90 Atlantic power-operated convertible coupe, built-in radio, heater, faultless performance, spotless condition, one owner; the biggest bargain ever offered.—**B**ray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.**AUSTIN A70 & A90****UNUSED!!!** A70 Hereford saloon, delivered 1951, guaranteed absolutely brand new, offered considerably below list price; sacrifice, £550/cons; terms, exchanges.—**H**ome & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0097-9. [C1775]**1951** series, Austin A70 saloon, heater, blue, genuine, 13,000 miles since new, one owner, practically new, three months' guarantee; £560. K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050]**MODIFIED** A90 Atlantic saloon, black red with chrome, high grained wood with 25mpg negligible oil consumpt., registered Apr. '51, moderate mileage, scrupulously maintained, recent Al R.A.C. report; £750 o.n.o.—Box 5023. [C1788]**1951** Austin A90 Atlantic sports saloon, with many extras and in delightful condition, this car has genuinely done only a very low mileage and will give a scintillating performance on moderate petrol consumption; only £695, cash or terms.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [C1719]**Austin A70 and A90 Cars Wanted****T
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AUSTIN cars
REQUIRED immediately.**M**AKE your enquiries to
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ROAD, London, N.W.1.**T**EL: Euston 1212.

[0955/R]

AUSTIN A125 & A135**A**CRES offer:—**1949** Austin Sheerline saloon, finished in grey with beige seats, upholstery to match, speedometer reading 19,000, underbody, general, expertly used and maintained, and in truly magnificent condition throughout; value for money at £895.**A**CREST AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002]**J**ACK ROSE, Ltd., offer:—**1951** Sheerline saloon, 8,000 miles only, almost as new inside and out, black with beige upholstery, spun wheel, unused, owned by careful owner, accept £1,095.—**J**ack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wellington 6677-9. [C3056]**B. J. HUNTER, Ltd., offer:—****1949** Austin Sheerline saloon, immaculate car, fitted numerous extras; £850.**J** HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]**R**OSE & YOUNG, Ltd., offer:—**1952** (May) Austin A125 7-passenger Sheerline limousine, 9,000 miles only, ex-property of titled owner, white car as new, finished throughout in leather, black; £1,495.**1950** Austin A125 Sheerline saloon, 15,000 miles only, immaculate, black; £895. £65-69. Sternhold Ave., Streatham Hill, S.W.2 (1 minute from Streatham Hill Station). Tulse Hill 6464. [C1957]**GUY SALMON AUTOMOBILES** offer:—**1950** Austin Sheerline, 11,000 miles, spare unused; £1,050.**A**ustin Sheerline, superb condition; £985.**1949** Austin Sheerline, immaculate condition; £265. Portsmouth Rd., Thames Ditton. Empress Brook 5551-2-3. [C4001]**1950** Austin Sheerline saloon, black with beige leather, radio and heater, 22,000 miles only; £950.**H** A SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005]**1949** (Nov.) Austin Sheerline limousine, 8,900 miles; sale or exchange.—**E**rnest Sutton, Weybridge 600. [C4045]**1949** Sheerline, black loose covers, perfect; £775.—**S**cott Cars, 347, Finchley Rd., London, N.W.3. [C4016]**GUY ALFREDS & Co., Ltd., 1949 Series Austin Sheerline, radio heater, superb order; £785. 6-7, Warren St., W.1. Sutton 3268. [C1905]****1952** (Oct.) Austin Princess saloon, 2,400 miles; also 1951 (March), 23,000 miles; sale or exchange.—**E**rnest Sutton, Weybridge 600. [C4025]**1952** Sheerline saloon, black fawn, 200 miles only, unblemished; terms, part exchange considered.—**A**ustin House, 144, Golders Green Rd., N.W.11. Springfield 0011. [C4024]**1951** Austin Princess saloon, metallic grey with blue leather, guaranteed mileage 13,000, unmarked, indistinguishable from new; £1,595.—**H**erbert Robinson, Ltd., Cambridge. Tel. 4461. [C3053]**H**EARLIE 1952 streamlined Deluxe Coachwork 5-door 6-seater, leather equipment, bargain value! (Illustrated brochure despatched!) Alps & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1009]**H**EEERLINE, grey (January, 1951). 30,000 miles, reconditioned by Austin Motor Co., loose covers, mechanically 100%; accept £875, for quick sale.—D. Rough, 23, Carlton Drive, Leigh-on-Sea, Essex. Tel. 78997. [C1009]**1951** model Austin Princess town and country saloon, black, 16,000 careful miles, positively unblemished; £1,075; exchanges, terms.—**E**ppe Bros., Larches Garage, Green Street Green, Farnborough, Kent. Tel. 2244. [C1009]**A**USTIN Sheerline de luxe saloon, 1950-51 series, registered late 1950, black with beige leather upholstery, total mileage 13,000, guaranteed genuine, chauffeur maintained, definitely unmarked inside and outside, radio, heater, etc., tools unused. £650.—**T**erritory Birmingham, South 8018. [C1009]**1951** Austin Princess A125 with Vanden Plas coachwork, 1950, low mileage, finished dark green with two-toned leather upholstery; this car is the late property of the Duke of — and is literally unmarked, offered at half-list price, £1,350.—**P**eter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725 5879. [C1014]**Austin A125 and A135 Cars Wanted****T
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E****CAR MART, Ltd.****A**USTIN cars**R**EQUIRED immediately.**M**AKE your enquiries to**A**USTIN House, 297, Euston**R**OAD, London, N.W.1.**T**EL: Euston 1212.

[C1035/R]

WANTED, Austin 1949-50 Sheerline or Princess; lowest cash price to—**T**omkins, 21, East Park Parade, Northampton. Tel. 2102. [C1047]**AUSTIN MISCELLANEOUS****1936** Austin limousine, black, excellent condition; £200.—**S**trouth 59, Hastings Rd., Coventry. [C1006]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Austin cars.—38/52 Dudden Hill Lane, N.W.10. (W4017)

AUSTINS wanted—Smith's, 86 Chalk Farm Rd. N.W.1. Tel. 2767.

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0596/R)

HATTONS, of Lord St., Southport, will buy Austin, 1938 to 1950, 3 to 16hp, in condition above average.—(1788 R.)

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1936-7 Bentley 4½-litre Park Ward saloon, guaranteed. £1,075.

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1952 Bentley MK. VI 4½-litre saloon.

Bentley Mk. VI saloon.

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1950 Bentley 4½, H.J.M. (overdrive).

1939 Bentley 4½, H.J.M. (overdrive).

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ALL reasonable offers considered.

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ARGEST official retailers of Rolls-Royce and Bentley; please write for stock list.

EXAMPLE.—1950 Mark VI standard saloon, one owner, moderate mileage; £2,850.

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NEW (large bore) Mk. VI Bentley with Freestone & Webb owner-driver saloon coachwork for early delivery.

1952 (April) 4½-litre large bore Bentley standard saloon, under 6,000 miles; £3,750.

Mk. VI Bentley standard saloon, metallic grey, 6,000 miles; £3,250.

Mk. VI Bentley power operated coupe by Park Ward, £3,250.

Mk. VI Bentley standard steel saloon, black with brown leather; £2,250.

Mk. VI Bentley H. J. Mulliner saloon, finished in blue and grey with special blue leather interior; 22,000 miles; £3,250.

AUDLEY House, North Audley St., London, W.1. (10065 R)

Mayfair 5242-3-4.

BENTLEY (3½- & 4½-litre)

1947 Bentley Mark VI standard steel saloon, black, brown leather; £1,975.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.3. Tel. Ken. 9477-9478. (C1038)

4½ overdrive, Mulliner body, two-tone grey, Perseus roof, perfect condition; £1,900—Ogil. 1448. (17065)

£545 B.R.A.—1954 3½-litre drop head, maintained regardless of cost, any inspection invited.—Speedwell 9227. (17065)

1936 Bentley 4½-litre foursome coupe by Gurney Nutting, excellent condition; £725—Central Garage, Tel. Croydon 7464. (C1042)

1951 (June) Bentley S.S. saloon, Tudor grey red leather, guaranteed 8,000 miles, passed makers, as new; £5,550—Coswall 248. (17065)

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1935 Bentley Park Ward 4-door sports saloon, condition exceptional; £795—Evans & O'Malley, Ltd., Louviers Square, Knightsbridge, S.W.1. Sloane 1755-1709. (17065)

1939 (Aug.) Bentley MX series, 72,000 miles, Park Ward sports saloon, in due-tone black and grey, H.M.V. radio; an outstanding car, history available; £1,495.

CLARKE & SIMPSON Ltd., River Sales & Service, 73-79, Cadogan Lane, S.W.1. Sloane 4727. (C1043)

CAMDEN MOTORS—Bentley 3½-litre Thrupp & Maberly drop head, special coachwork, in excellent condition for the year, very attractive body styling and usual Bentley sports performance; £6,455.

CAMDEN MOTORS—Bentley 4½-litre Park Ward sports saloon, 1937 series, chassis number 100000, in excellent condition, finished in silver grey with contrasting black wings and rich grey hide upholstery; mechanically this car is most definitely in a class of its own, performance will more than satisfy the most exacting Bentley enthusiast.

CAMDEN MOTORS—Bentley 3½-litre special 2-door sports coupe 1954, beautifully styled foursome Continental body by Messrs. Barker, immaculately finished in dark green with contrasting black wings, rich grey hide upholstery, in excellent condition which honestly will defy criticism, maintained in true Bentley fashion by enthusiastic owner; £6,255.

CAMDEN MOTORS—Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. (C1055)

ROSE & YOUNG, Ltd., offer: 1954 (September) Bentley 3½-litre Thrupp & Maberly drop head coupe fitted radio and several extras; excellent order throughout; £650-65-69. Stamford Ave., Streatham Hill, S.W.12 (1 minute Streatham Hill Station). Tel. 1044-644. (C1057)

THE first post-war Bentley under £2,000, 1947 (Nov.) Bentley 4½-litre drop head, black, 10,000 miles, one owner, unmarked and in really superb and faultless condition; £1,925—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester. Tel. 1924 Chetham Hill. (7657)

1948 (Nov.) Bentley Mark VI all steel sports saloon, in midnight blue with fawn leather; £2,550, would consider taking in part exchange Rolls-Royce owner-driver Wraith, razor-edged saloon or drop head coupe. Tel. Chipping 310 or write Willowhyde Manor, Great Croft, nr. Malvern, Sussex. (7655)

BY order of the Commissioners of Customs and Excise, Measham Motor Sales Organisation, Ltd., will offer for sale at 5 p.m. on Tuesday, February 19th, 1952, a 1951 Bentley 4½-litre drop head, chassis No. B5831D, engine No. B29M, polychromatic grey, loose covers and H.M.V. radio. (C1051)

1950 (June) Bentley 4½, saloon by Freestone & Webb, black, with fawn leather, radio, heater and many extras, taxed for 1951, one owner only, mileage 17,000, guaranteed as new, cost over £7,000, offered at £3,750 part exchange and half price cash down payment. Tel. 01-5241-2, 4 Queen St., Maidenhead. Tel. Maidenhead 5451-2. (C1051)

1936 Park Ward 4-door 3½-litre Saloon, boot, leather, good history, carefully maintained, excellent bargain value. Below.

1947 Bentley Mark VI steel Saloon, black, mileage 50,000, delightful condition, excellent history. £2,045. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1066)

BENTLEY (other than 3½- & 4½-litre)

PERFORMANCE CARS—Good selection always available; written guarantee—See under "Sports Cars". (C1041/R)

£195—1929 Speed Six close coupled sportsman's saloon, reconditioned engine 1947; new headlining, carpets, etc., 5 new tyres, taxed, excellent condition; (choice of 6 other Bentleys from £1,500).

VINTAGE AUTOS, 66, London, W.1. Tel. 1051. (C1059)

1927 3½-litre Red Label, short chassis, with 1954 drop head four-seater body by Corgie, in outstanding condition throughout; £350 or would consider smaller car in part exchange. Tel. 1051, after 7. (C1062)

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

TAYLOR & CRAWLEY offer:—

1940 Bentley 4½-litre overdrive with lovely Windsor over sports saloon, excellent history; £1,595.

1950 Bentley Mark VI standard steel saloon, 51,000 miles, in really beautiful order; £2,795.

48 Kensington Court, W.8. Wes. 6015. (17807)

HAROLD RADFORD & CO., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1948 (January) Mark VI 4½ Bentley, fitted with

1949 Mark VI 2-door Countryman saloon, natural wood grain and grey, speedometer reading 32,800, in excellent condition throughout.

HAROLD RADFORD & CO., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (C5047)

MASCOT MOTORS, Ltd., offer:—

LAST series 3½-litre, fitted with special 2-door high vision touring saloon by Vanden Plas; guarantee date March, 1954; over £650 spent on chassis and coachwork; 1954 price £600.

MASCOT MOTORS Ltd., 237-245, Kensal Rd., Latymer Grove, W.10. (C5007)

GUY SALMON AUTOMOBILES offer:—

1948 (June) Bentley Mark VI saloon, faultless condition; £2,250.

1936 Bentley 3½-litre Park Ward foursome coupe.

1934 Bentley 3½-litre Park Ward 4-door saloon; this car can be seen and tried to appreciate its very exceptional condition; £795. Portman Rd., Thames Ditton, Emberbrook 5551-2-5. (C4001)

MANN EGERTON & CO., Ltd., offer:—

1952 Bentley Mark VI (large bore engine) standard steel saloon, finished in grey and black above the waistline, with grey leather upholstery, mileage 15,000, indistinguishable from new; £3,650.

14 Berkeley St., London, W.1. Regent 2075. (C2006)

1949 Bentley Mark VI steel saloon, 30,000 miles, one owner, £3,500. Tel. 1051. (C1065)

1952 Bentley 5,000 miles; £3,950.—Anthony Crook Tel. Caterham 2252-3. (C1065)

1936 (August) 3½ razor-edged sports saloon, engine overhauled, outstanding car.

C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4666. (C5017)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

C
M

THIS CAR MART, Ltd., wish to purchase Bentley cars—Gloucester House, 150 Park Lane, W.I. (Corner of Piccadilly.) Grosvenor 3434. [0958/R]

BARTLETT.—Bentley saloon, 1934-36, urgently required.—27a, Pembridge Villas, W.11. [W1013]

ROYAL SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0927/R]

PERFORMANCE CARS, urgently require Bentleys.—Great West Rd., Brentford, Middlesex. Ealing 8841: or—

107, New Cavendish St., Great Portland St., W.1. Museum 6221. [W3041]

JACK OLDING, Official Retailers and Repairers, are interested in the purchase of good used cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W3040]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St., Midland 2457. [0597/R]

WEYBRIDGE AUTOMOBILE, Ltd., officially appointed special retailers, urgently require late type Bentleys.—Tel. Weybridge 233. [0540/R]

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062/R]

PROPRIETOR buyer wishes to purchase a 1948-50 Bentley; send full particulars and lowest cash price to Advertiser, 8, The Drive, New Barnet, Herts. [7664]

H. F. EDWARDS, urgently require Bentley for immediate cash; distance no object.—Details, please to 28, Upper High St., Epsom, Surrey. Epsom 9400. [W2001]

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnardale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0592/R]

BENTLEY owners, it will pay to contact Buckland Body Works Ltd., Buntingford, Herts, if you are contemplating repairs or renovations to coachwork; complete retrim, colouring, general attention all round; more than keen estimates; purchases considered. [7819]

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types. **W**ORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

Spare parts.

SERVICE, Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0593/R]

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. [S3030/R]

BOND MINICAR Wanted
PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R]

Bond Minicar spares and Service
RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; after modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0627/R]

BRISTOL

ANTHONY CROOK offers:—

1950 Bristol type 401, black, immaculate throughout, heater, radio and heater, at a considerably lower figure than list price.

1950 £1,950. type 401, with special lightweight coachwork, heater and radio, looks as new.

1950 £1,950. type 402, drop head, an excellent example of this rare model.—Anthony Crook Motors, Ltd., Leading Distributors, Caterham Hill, Surrey, Tel. 2232/3. [C1065]

FRAZER-NASH CARE offer:—

1952 Bristol type 401, black, radio and heater, at a considerably lower figure than list price.

1950 £1,950. type 401, with special lightweight coachwork, heater and radio, looks as new.

1949 £1,950. Bristol type 400, one owner, metallic green, engine overhauled to latest specification, radio and heater, recent £1,450.

A. P. N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. [Hounslow 0011.] [C2015]

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—52 Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [10296/B]

BROOKLANDS.—Individuality, new and used.

1950 Bristol 402 coupe, many extras.

103, New Bond St., London, W.1. Mayfair 8351.6. [C1029]

BRISTOL 401, late '52 black, radio, heater, etc. 2,000 miles only; £2,450, hire purchase arranged.—Box 5027. [7817]

1949 Bristol type 400, one owner, royal blue, radio and heater, perfect condition; £1,500.—Rover 33, Kent Rd., Harrogate. [7795]

1950 Bristol 401 saloon, works maintained, beautiful condition; £1,595.—Taylor & Crawley, 46, Kensington Court, W.8. Wes. 6015. [7909]

The Autocar

BRISTOL

1949 (Feb.) Bristol 400 saloon, beautiful condition, many extras and modifications; £1,395. Autowork, Ltd., Winchester. Tel. 4834. [C1010]

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0518/R]

Bristol Cars Wanted

BARTLETT.—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1013]

RICHARDS & CARR buy Bristol.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS, urgently require Bristol's.—Great West Rd., Brentford, Middlesex. Ealing 8841: or—

107, New Cavendish St., Great Portland St., W.1. Museum 6221. [W3041]

A. P. N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middlesex. [Hounslow 0011.] [0476/R]

British Salmon Services

ST. JAMES' GARAGE, Cheam Rd., Sutton, Surrey, for repairs and spares; sole spare stockists.—Vigilant 2206/7. [7482]

B.S.A. Cars Wanted

ROYAL SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928/R]

B.S.A. Spares and Service

GEAR, parts, reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [C1010]

BASIL ROY, Ltd., B.S.A. (Scout model) spares; comprehensive wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R]

BUGATTI

BUGATTI 57, 1939, drop head coupe, 50,000 miles, superb condition; £2,725.

BUGATTI 57 1½-litre 2-seater, first registered 1946, recent engine overhaul; £355.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3991. [C4039]

BUGATTI coupe, 180bhp, 110mph; £1,250.—J. Lemon Burton, 5, Lansdale Rd., Kilburn, N.W.6. Maida Vale 1551. [0526/R]

Bugatti Spares and Service

JELMON BUGATTI, Bugatti service, 5, Lansdale Rd., Kilburn, N.W.6. Maida Vale 1551. [0701/R]

BUICK

ARES offer:—

1938 Buick 8 double enclosed limousine, finished in black with cord upholstery, fitted covers, this magnificent vehicle has been carefully kept and maintained and must be a bargain at £2,626.

1936 Buick 30hp saloon, finished in black with brown hide upholstery, carefully used and maintained by extremely fastidious owner, the condition of this car must be seen to be believed; first £195 second.

ACHIEF AUTO, 10, Clapham Park Rd., S.W.4. Tel. Fulham 11909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Macaulay 2211. [C1002]

RHD 1950 Super Buick Special 4-door saloon, all extras, black, 17,000 miles.

RHD 1949 Super Buick 4-door saloon, colour blue, 19,000 miles.

RHD 1947 Super 8 Buick 4-door saloon, polychromatic grey.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4856. [C4028]

BUICK special saloon 3½hp, 1938, steering column gear lever, black, laid up 5 years, one owner, genuine mileage, 67,929; £425.—A. T. Rowley, 399, Lordship Lane, N.17. Tel. 3611. [7660]

BUICK Super saloon, Dynaflow drive, delivered new March 1952, one owner, Silin, black, heater, radio, screen washers, built-in reversing lights, Tytan and silk loose covers from new, 7,500 miles, literally a brand new car.

METCALFE & MUNDY, 290, Old Brompton Rd., S.W.5. Fremantle 5471. [C2064]

EPSOM £1,750. Buick saloon, maroon, 1934 N.A. model, low mileage, almost as new throughout, independent front suspension and 2 spare wheels; ideal hire or estate car.—The Woodcote Motor Co., Ltd., Epsom 1234. [7749]

1949 registered Buick Sedan, immaculate throughout, h.d., fitted radio, heater and many extras, ex-ambassador's car; part exchange, terms arranged.—King's Autos, 723, High Rd., Seven Kings, Tel. Seven Kings 5556. [C2048]

£295 1937—Buick Super Eight Pullman limousine, 1937, a capacious 7-passenger car in above average mechanical condition throughout, black and chrome coachwork with well-appointed interior, widest front door, ornamentals, windscreen division, 6 almost heavy duty Dunlop tyres.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035]

Buick Cars Wanted

JOE THOMPSON MOTORS require late model Buick cars.—97, Fulham Rd., S.W.3. Kensington 4856. [W4028]

7-SEATERS private 1938/39 (24/28hp) Limousines required, cash waiting. Aips & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1006]

CHRYSLER Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belize Rd., Swiss Cottage, N.W.6. Mai. 5555-2155. [C1043/R]

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers.—Wembley 8691/3903. [W4015/R]

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929/R]

7-SEATERS private 1938/39 (24/28hp) Limousines required, cash waiting. Aips & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1006]

CHRYSLER Specialists, repairs, spares exchange engine service, L. A. Mitchell (Motors), Ltd., Tel. Balham 2234. [0361/R]

Quick Spares and Service

REPAIRS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. [C1010]

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 5191. [0141/R]

CADILLAC

CADILLAC 62 saloon, 1.25, first reg. August '49, mileage 9,500; £1,750.—Jack Olding & Co., 8, North Audley St., London, W.1. Mayfair 5242. [C1039]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R]

JOE THOMPSON MOTORS require late model Cadillac cars.—97, Fulham Rd., S.W.3. Kensington 4856. [W4028]

SOLE concessionaires, Lendrum & Hartman Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004/R]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 5191. [0012/R]

CHEVROLET

BROOKLANDS.—Individuality, new and used.

CHEVROLET Styleline de luxe 2-door saloon. 1950. Chevrolet 8691/3903.

1950 New Bond St., London, W.1. Mayfair 8351.6. [C1029]

1950 Chevrolet saloon de luxe, right-hand drive, radio, etc., immaculate condition; guarantee given.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

LATE model Chevrolet 6-seater station wagon: £950. Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4024]

CHEVROLET 4-door saloon, November, 1950, recorded mileage 12,000, one owner, heater, radio and all extras, loose covers, black; to all intents and purposes a new car.

METCALFE & MUNDY, 290, Old Brompton Rd., S.W.5. Fremantle 5471. [C2064]

Chevrolet Cars Wanted

JOE THOMPSON MOTORS require late model Chevrolet cars.—97, Fulham Rd., S.W.3. Kensington 4856. [C1029]

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties; British Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027 R]

Chevrolet Spares and Service

REPAIRS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. [C1010]

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027 R]

CHRYSLER

£695!!!—1949 (reg.) Chrysler Plymouth 2-door 6-seater saloon, magnificent spotless condition, just as it should be, sold last year for nearly £1,400; 3 more guaranteed hire purchase, exchanges.

LAMB'S Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052]

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models: exchanged reconditioned units in stock.—39-65, Belize Rd., N.W.6. Mai. 5855-2155. [C1045/R]

CHRYSLER Specialists, comprehensive spares, engines and chassis, for all models.

CURCH ROAD ENG. CO., Ltd., Hadleigh Essex Tel. Hadleigh 572171. [C1064]

REPAIRS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. [C1010]

CHRYSLER Specialists, repairs, spares exchange engine service, L. A. Mitchell (Motors), Ltd., Tel. Balham 2234. [0361/R]

CITROEN

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.

50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

RUSSELL MOTORS offer:-
1948 Citroen Light 15 saloon, one owner; £575;
 RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47,
 Sloane St., S.W.1. Tel. Sloane 9288. (C5060)

JOHN S. TRUSCOTT, Ltd., for Citroen.

A WIDE choice of post-war Light 15s and 6-cyls. is usually obtainable.
ONLY the best examples are offered: prices are strictly competitive.
NEW models for immediate delivery: also many other makes.
 OFFICIALLY appointed Citroen agents.

SKILLED service: spares from stock.

JOHN S. TRUSCOTT, Ltd., 173 Westbourne Grove, W.11. Bay. 4274. (C4035)

GUY SALMON AUTOMOBILES offer:-

1952 Citroen 15 saloon, black with red leather, 3,000 miles; £875.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C4001)

H. W. MOTORS, Ltd., Citroen distributors.

1950 Citroen Light 15 saloon, grey/red leather, 11,000 miles, one owner, as new; £825.

1949 Citroen Light 15 saloon, 1950 features, maroon/red leather, excellent condition; £645.

H. W. MOTORS, Ltd., Walton-on-Thames, 240-5, S.W.6. (C2042)

RICHARDS & CARR, always best value.

1949 Light 15 de luxe saloon, grey, recent over-haul, superb condition; £565.

35 Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, 1920, offer:-

1950 15hp de luxe Citroen saloon, black with beige leather; £795.

1947 15hp de luxe Citroen saloon, metallic green; £495.

ALSO several pre-war models available. (C4057)

£295—Citroen 12 1938 4-dr. sal., an exceptionally good mechanical and bodily, many owners.

BENMOTORS, Clarendon Rd., Holland Park, London, W.11. (50 yards Holland Park Tube.) Exchanges, h.p. (C1017)

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service. Tel. Worthing 71. (C5340)

1938 Citroen 12 saloon, excellent order, recent overhauls at cost of £80 (receipts available); 3 months old. (C4224)

C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). (C1061)

1940 Citroen Roadster, 12hp, black, absolutely immaculate; £325 o.n.o.—Rhodes, Biddulph Staffs. Tel. 5263. (C7663)

1949 Citroen Light 15 saloon, black, one owner; £565.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. (C2004)

£175—Citroen 12 F.W.D., 1935, major overhaul completed.—Norman Autos, 346-348, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4610. (C7720)

ASSESOLY one of the smartest and neatest 1950 6-cylinder Citroens on the road: colour alpine green, immaculate. Tel. Western 7032 or write 59, Queen's Gate, S.W.7. (C7626)

1946 (Sept.) Lt. 15, metallic grey, heater, sun-shine roof, fog and reverse lights, Windstones, new clutch, drive shafts, swivel joints, tyres, battery, fast, 28 m.p.g.; £425; exchange Triumph Roadster or Morris Minor; no dealers.—Hayes 1308. (C7656)

£225—An opportunity of acquiring an exceptionally good de luxe Citroen 12 at a reasonable price, reclosed gunmetal, rechromed, new grille, battery and tyres, clean and tidy interior, leather upholstery, re-engined, bumpers, twin horns.—Derrington, 159, London Rd., Kingston 5621-2. (C1071)

Citroen Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5434. (10172.R)

ROWLAND SMITH'S.

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1030/R)

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles: trade enquiries welcome.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (FW1000/R)

CITROEN wanted for cash, must be good condition. Hampstead 3430. (C7744)

REQUIRED immediately, good Citroen.—G. Edwards, Ainsbury Lane, Harpenden, Herts. Tel. 118. (W2000)

PERFORMANCE CARS, urgently require Citroen's Great West Rd., Brentford, Middlesex. Ealing 8541.

107 New Cavendish St., Great Portland St., W.1. Museum 5221. (W5041)

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W5045)

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—173, Westbourne Grove, W.11. Bayswater 4274. (W4035)

Citroen Cars Wanted

HF. EDWARDS urgently require Citroen for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Epsom 9400. (W2001)

Citroen Spares and Service

SOUTH of the Thames.

BALLES of Croydon. Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. (10187.R)

THE HEADINGLEY MOTOR & ENG. Co. Ltd., 8, Old Rd., Leeds 6. Tel. 5267-8.

THE Citroen Specialists all spares stocked; immediate exchange drive shafts, gear boxes, steering units etc. etc. (1061/R)

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4663.—Citroen parts, reconditioned drive, trans 48-hr. service. (11749)

SHRIMPTON'S MOTORS, Ltd., London. Distributors, Head office and showrooms.—242-244, Brompton Rd., S.W.1. Kensington 9464.

SPARES and service.—47, Montrose Place, Hammersmith, S.W.6. Tel. Sloane 5490. (10727.R)

WOODFORD CAR MART, Essex distributors for Citroen cars, supplies service and reconditioning. Woodford New Rd., Woodford Green, Essex. Boreham 0017. (10200/R)

CITROEN—We are distributors for N.W. Kent and specialize in reconditioning these cars, from drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. (10746.R)

CONDOR MOTORS for speedy Citroen repairs, carried out by specialized French and English mechanics.—35, Grosvenor Crescent Mews, Hyde Park Corner, London, S.W.1. Sloane 6467. (10281)

BOWER ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11. (Bow 2284) specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr. all spares stocked. (10585/R)

Cressley Cars Wanted

CROSSLEY Regal sports saloon required, 1936-38, good condition; details please—Box 4995. (17689)

DAIMLER

RF. FUGGLE, Ltd.

1951 Daimler Consort, mileage 7,800, most care-

fully maintained, grey with red interior, usua-

lly accessories; £1,575.

RF. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. (C2017)

GUY SALMON AUTOMOBILES offer:-

1951 model Daimler Consort, immaculate condition; £1,095.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C1001)

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 27hp 7-passenger limousine by Hooper, black and dark blue with cloth to rear, 15,000 miles only; £2,750.

DAIMLER 2½-litre Consort (Oct. '50), grey with brown leather, radio, heater and demister; £1,295.

DAIMLER 2½-litre coupe (1949), black with brown leather, heater and demister; most attractive; £1,050.

DAIMLER EL24 limousine (1937), dark blue and black with cloth to rear, 22,000 miles only; £625.

STRATSTONE 40, Berkeley St., W.1. (Mayfair 4084). Services, 7, Herbrand St., Russell Sq., W.C.1. (T7464). (C4022)

IMAQUINE, superb swept-tail 4½-litre Straight-8, Timor, 61, Chiswick Rd., S.W.9. (Renfrew 1447). (17591)

DAIMLER LQ.5 20hp Limousine 7-seater partition. Exceptional condition; £575.—12, Weymouth Mews, W.J. Langham 1991. (17596)

£1095!!!—Daimler Consort saloon, 1951, in green, fitterd heated, heater, privately owned and most fastidiously maintained.

£1195!!!—Daimler Consort saloon, 1951, later registration than above and with lower mileage, superbly equipped with latest type H.M.V. radio, heater, tailored loose seat covers, etc., most immaculate order.

£895!!!—1949 drop head four-seater coupe 2½-litre (1948). Daimler, with beautifully styled bodywork of Rogers, quite immaculate in appearance, late property of Lord Tennyson. Direct from an exceptionally fine order throughout, fitted radio and heater and especially maintained.

£845!!!—Daimler 2½-litre saloon, very late 1949, dark blue with blue leather, superbly maintained by private owner.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. (C1035)

4500 miles only.—Daimler Consort, Nov. '51, black/green leather, literally unmarked; £1,250. Coventry & Jeffs, Ltd., Bristol 20091. (7795)

£875!!!—Magnificent 1948 Daimler 2½-litre saloon, this car is spotless in every respect, in fact it looks as though it has just left the Motor Show.—Below.

£165!!!—Daimler 15hp 2-door sports saloon in absolutely outstanding condition for its age, bargain; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Show, 421, High Rd., Finchley, N.12. Tel. 6221. (C2052)

1948 Daimler 2½-litre saloon immaculate, excellent mechanical condition. £650.—K.O. Motor & Fins Co. Ltd., Kinnerton St., S.W.1. Sloane 1004. (16873)

£335; £115 deposit.—1950 Daimler 17 4-door de luxe saloon, faultless runner, immaculate condition throughout.—Bray Motors, 180-184, West End Lane, N.W.8. (C1024)

1952 (January) Daimler 2½-litre Consort saloon, in black with green leather interior, fitted H.M.V. radio, new leather covers, link mats, 7,200 miles only since new, one owner, chauffeur maintained and driven; £1,595.

DAVID ROSENFIELD, Ltd., 1-3 Peter St., Manchester, 2. Tel. Blackfriars 4942. (17575)

DAIMLER

ROSE & YOUNG, Ltd., offer 1949 Daimler 2½-litre saloon, fitted H.M.V. radio and heater, an immaculate car, black; £625—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tel. Hill 6464. (C5059)

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1030/R)

DAIMLER special sports drop head coupe (Barker); small mileage, 2-colour required; private buyer. (1061/R)

ADAIMLER 15hp wanted, must be low mileage and outstandingly clean, trade invited, write first.—Harding, 353, Northdown Rd., Cliftonville, Margate. (17524)

Daimler Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2351. (1046)

DAIMLER and Lanchester specialists—Debnam Motors, 17, Atherton Mews, S.W.7. Western 4541. (16145)

CROYDON—Donald Vines & Co., Ltd., Daimler and Lanchester specialists for sales and service—Kidderminster Rd., Croydon 5775. (10668)

ARCT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—162, Fulham Rd., S.W.1. Kensington 7301. (10256/R)

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. (10460/R)

DELAGE

DELAGE 1938, 6.75 4-door Continental saloon. Cotal gear box, recently passed out distributors; £595.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C5064)

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world con-

cessionalists. Rapid engine and body repairs, parts supplied.—82, Park St., W.1. (1059/R)

DELAHAYE

EXCHANGE or sell.

1952 Delahaye 155M, Seine 4/5-seater drop head

Cotal gear box, recently passed out distributors; £595.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C5064)

DELAHAYE

DELAHAYE 1938 4-door Continental saloon. Cotal gear box, recently passed out distributors; £595.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C5064)

D.K.W.

DELLOW 1950 (Sept.), doors fitted, 12,600 miles, maroon, excellent cond.; £865; offer considered.—Ripley's, Ltd., Hamilton Rd., Bridlington, Yorks. (C2282)

GORDON GARAGE (DULWICH), Ltd., Dellow distri-

butors for London and South-Eastern counties; new and used Delage cars available for immediate delivery.

55-55, East Dulwich Rd., London, S.E.22. New Cross 2456. (10610/R)

D.K.W.

DK.W. 1939 drop head coupe, F.8 model, rack and pinion steering, 11,000 miles since new. 16in. wheels.

DK.W. Cabriolet 1940, rebuilt complete mechanical over-haul, resprung, reupholstered in Tytan check, new tyres, splendid specimen, new Lucas lighting equipment.

B& M GARAGES, Ltd., for super reconditioned over-haul, resprung, reupholstered in Tytan check, new Lucas lighting equipment.

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B& M GARAGES, Ltd

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

FOR Fiat enthusiasts.

CLAIMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.E. [C1040/R]

MAYFAIR GARAGES, Ltd.—Fiat, Fiat.—Below.

MAYFAIR GARAGES, Ltd.—July, 1937 (reg. 1930) post-war 500 de luxe convertible coupe, Fiat green with cream wheels and leather upholstery, reconditioned engine, bumpers, spotlight; smart car in excellent condition throughout; 3 months' guarantee. £350.—Below.

MAYFAIR GARAGES, Ltd.—1940 model (first registered 1949) 2nd series 500 de luxe convertible left-hand drive coupe, two-tone black and grey with Continental upholstery. Bluebel wheel, bumpers, spotlight, very smart car in first-rate condition throughout; 3 months' guarantee. £350.—Below.

MAYFAIR GARAGES, Ltd.—April, 1939, 500 2nd series de luxe supercharged convertible coupe, Arnott low-pressure blower, black beige leather, almost new tyres very smart car; docile engine capable of very high speeds, outstanding road holding; 3 months' guarantee. £350.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 1100 508C 4-door pillarless saloon, green, leather upholstery, almost new tyres, smart car with excellent road performance; 5 months' guarantee. £275.—Below.

MAYFAIR GARAGES, Ltd.—1939, 500 de luxe convertible coupe, green, leather upholstery, serviceable condition throughout with very economical performance. £150.—Below.

MAYFAIR GARAGES, Ltd.—16 guaranteed Fiats in stock, all carefully prepared for lasting service by skilled British and Italian mechanics; send for descriptive list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd.—Fiat Sales and Service, Balderton St. (opp. Selfridge's clock), Mayfair W.I. Mayfair 3104/5. Open 9-6. Sats. 9-1. [C5009]

500 model, 1939, 2-sts.; choice of three—Fox & Nicholl, Ltd. Derwent 1122. [C2013]

1938 Fiat 500 coupe. Immaculate condition; £105; 2 new tyres, batteries, bumpers, radio, removable back seats; £200 o.n.o.—May St. W.14. [C5055]

Fiat 500 '37-'38, really exc. cond., recent comp. o/hau, 2 new tyres, batteries, bumpers, radio, removable back seats; £200 o.n.o.—78, May St. W.14. [C5056]

295 gns.—Fiat 1500, late 1938 4-door pillarless saloon, black, fawn leather, oversize tyres, carefully used, ex-cellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Fiat 500, 1937 convertible coupe, gunmetal, red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1951 Fiat 500C coupe, show model, low mileage, as new, 1939, rebuilt 500 coupe and 4-seater—G.V. Rushmer, the Fiat specialist 39, Holland Park, W.11. Park 5751. [C5061]

1938 Fiat 500 cabriolet 2-seater, engine recently completely overhauled at cost of over £50 (bills shown); reconditioned and in good condition after 12 months away from suspension renewed 12 months ago; fitted screenspray, ashtray, lighter, Ray engine heater, automatic trafficator switch, genuine 54 mpg on long runs; any reasonable offer accepted.—Chosen Cottage, Chestnut Avenue, Barton-on-Sea, Hants. [C5200]

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [C5055/R]

PERFORMANCE CARS, urgently require Fiat's—Great West Rd., Brentford, Middlesex. Ealing 8841; or

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [C5041]

H. F. EDWARDS urgently require Fiat for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Epsom 3400. [C5051]

MAYFAIR GARAGES, Ltd.—Particularly good cash offers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.I. Mayfair 3104/5. [C5065/R]

Fiat Spares and Service

Fiat 500 trouble?—Try B.D.J. (England) Ltd. 65, Lowndes Rd., Harrow. Byron 6028. [C525/R]

Fiat (England), Ltd., Water Rd., Wembley, sole licensee for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [C5069/R]

Fiat 5000 genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs—S. & B. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. [C5136/R]

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; modern car service equipment; body-trim and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.I. Tel. May 3104/5. Open 9-6. Sats. 9-12. [C5062/R]

FULL range spares Fiat 500, 1100 and 1500, reconditioned engines, bench tested radiators, dynamos, starters, suspensions in exchange, new running boards, petrol tanks, front cowl, radiator heaters, servicing, reconditioning all models.—Derrington 159-161, London Rd., Kingston 5621-2. [C5107]

FORD (8 h.p.)

1949 Ford Anglia saloon, 17,000 miles; £375.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3034. [C1059]

1947 Ford 8 Anglia; £245.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2026]

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Anglia saloon, black, recon. engine recently fitted, first-class car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1949 Ford Anglia saloon; 419gns.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line). [C4047]

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available. PHONE Harrow 4282 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) 10099/R

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Anglia saloon, black, 15,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1945 (Dec.) Ford Anglia saloon; £285.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [C725]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1952 Ford Anglia 10hp alin., green/brown, 4,500;

50 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5388 and 8 & 12, Sangleby Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1947 Ford 8, black, very sweet runner; £265. terms and exchanges.

DOUGLAS CAR SALES, 826, Great Cambridge Rd., Enfield. Tel. Enfield 5150. [C10175]

£299!—1947 Ford 8 Anglia, spotless condition; choice of 3.—Below.

£385!—1949 Ford Anglia, literally looks and runs like brand new; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2025]

1934 Ford 9 reconditioned engine; £95; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS, MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]

1951 Ford Anglia, good condition, owner-driven.—Buckingham 29, Benyon St., Shrewsbury. [C768]

365 gns.—Ford Anglia, late 1949 saloon, black, one careful owner, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Ford Anglia (October, 1946) saloon, fawn, excellent condition; choice of 7 Anglias; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1948 Ford 8 saloon, one careful owner; £252.—Witneys, 18, Balham Hill, S.W.12. Battersea 5290-3769. [C7717]

1949 Ford Anglia, black, perfect condition; £395.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideford 3779. [C3010]

1934 Ford 8, mechanical condition perfect; £70.—Burkes Motors, 295, Lewisham High St., S.E.15. Tel. Lee 1051. [C1032]

1949 (July) Ford Anglia saloon, black/green leather, one owner, recon. engine, new tyres, immaculate condition; £390.—H.A. SAUNDERS, Ltd., 326-350, Euston Rd., N.W.1. Euston 4511. [C7756]

1949 Ford Anglia, black, sole owner, carefully used, 21,000 miles, open 9-6.—Abrahams, 159, Cheam Rd., Cheam. Via 3036 and 4653. [C7773]

1950 Ford Anglia saloon, one owner, many extras, first-class condition; £310.—Dixon's Garage, 154, West Hill, Putney. S.W.15. Putney 0396. [C1073]

1948 Ford Anglia, has had reconditioned engine fitted recently; £300.—L.F. Dove, Ltd., 111-115 Addiscombe Rd., Croydon. Addiscombe 1007.

1939 Ford 8 de luxe saloon, good; £185; also 1938 at £165; terms and exchanges.—Roxys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C2059]

£395!—1949 Anglia, black with brown upholstery, 19,000 miles, kept as new; terms; exchanges.—O.S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051]

1951 Ford Anglia, 8,000 miles, spare unused, tools unwrapped, virtually as new, taxed March, 1953; £425.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0513. [C2014]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. and 8-14, Mead St., Soho, W.1. Langham 1594-5.

1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models

[C5058-R]

FORD (8 h.p.)

ANGLIA 1949 export 10hp, green, beautiful car, perfect condition, owner-driven only, many extras; best offer from light car enthusiast.—Parkinson, 32, Bolton Ave., Grantham. [C1072]

1946 Ford Anglia saloon, black, red uphol., recon. engine, one owner, guaranteed; £275; exchanges and terms.—Palmers, 53, York St., Twickenham. Popes Grove 1890, 7087.

TANKARD & SMITH, Ltd., offer 1949 Ford Anglia saloon, black with red upholstery, one careful owner from new, many extras, a beautiful specimen; £375—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025]

1952 (September) Ford Anglia, 3,000 miles only, green, loose covers, heater, absolutely as new. £475. £50 under cost price.—Bells Servicemaster, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

PRIDE & CLARKE, Ltd.—1951 Ford Anglia saloon, black with brown leather, low mileage, one owner, £419; 1950, beige/brown leather, one owner, £369; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C7736]

Ford Eight Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Ford 8 cars.—520, Euston Rd., N.W.1. Euston 1212. [C1072/R]

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [C1054-R]

FORD 8 saloon required; about £150.—Durngate House, Winchester. [C1010]

WHY accept less for your Ford Anglia saloon when you take its full market value from—
FERRARS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gia. 2234. [C2020]

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Prefect saloon, black, leather, loose covers, spot lamp, 12,000 miles, genuine car. [C1024]

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042]

NEWMHAME, Ltd.

1949 Ford Prefect saloon, excellent condition, one owner; £435.

NEWMHAME House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available. PHONE Harrow 4282 for details.

WHAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesb (Opp. Bus Depot.) 10100/R

BJ. HUNTER, Ltd., offer:—

1951 (October) Ford Prefect de luxe saloon, black with red upholstery, genuine mileage only 8,000 and like brand new throughout; £565—102 London Rd., Kingston-on-Thames. Tel. 3348. [C5058]

CCHARLES FOLLETT, Ltd., offer:—

1950 (Sept.) Ford Prefect 4-door sal. beige with black, beige leather upholstery, heater, one owner, really exceptional condition throughout, guaranteed; £550.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010]

PHILIP RICKARDS, Ltd., offer:—

1952 Ford Prefect, black/red, 4,000 miles—4, Brixton St., Park Lane, London W.1. Grosvenor 4772/5. [C3051]

WARWICK WRIGHT, Ltd., offer:—

1950 (November) Ford Prefect saloon, black, 4,000 miles; £525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1949 Ford Prefect saloon; £375.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [C725]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1952 Ford Prefect, green/beige hide, radio, loose covers, etc. £60 extras, £500; £565.

1950 Ford Prefect, black/blue, recon. engine, £475.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5388 and 8 & 12, Sangleby Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1947 Ford 10 saloon; £295.—Witham, 19, Balham Hill, S.W.12. Battersea 2250-3769. [C7713]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Frazer Nash-B.M.W. Cars Wanted.
ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.
Hampstead High St. (Hampstead Tube). Ham 6041. [C1029 R]

HEALEY

1950 Healey Silverstone 2-seater, finished red, low mileage, outstanding performance. £715.

RIPCO, Ltd. 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C1052]

BROOKLANDS: Healey distributors, London and Home Counties, still the world's fastest 4-seater saloon.

1952 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott d.h. coupe, many extras.

1950 Healey 2½-litre 2/4-seater tourer, 6,000 miles.

1950 Healey Silverstone sports 2-seater, extras.

1949 Healey Silverstone, many extras.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1951 Healey Tickford saloon, heater, twin spot lamps, polychromatic blue, one owner, immaculate. £975.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.1. Meadow 2298. [C1011]

1948 (Nov.) Healey Duncan 2-seater sports, one owner, 20,000 miles, fitted heater, attractively finished in black, excellent condition; £525; terms, exchanges.—Bradtstock Motors, Chase Rd., Epsom. Tel. Epsom 7355.

ROSE & YOUNG, Ltd., offer: 1951 Healey Tickford sports saloon, low mileage, fitted heater and twin spot lamps, specially finished in two colours, immaculate; £975.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. [C1057]

Healey Car Wanted

BARTLETT.—Healey Elliott saloon urgently required.—27a, Fembury Villas, W.11. [W1013]

HEALEY. Private buyer requires low mileage Elliott/Tickford saloon.—Box 5019. [7777]

RICHARDS & CARR buy Healeys.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

PERFORMANCE CARS, urgently require Healey's.—Great West Rd., Brentford, Middlesex. Ealing 3841; or—

107, New Cavendish St., Great Portland St., W.1. [W3041]

1951 of other super sports 2/4-seaters; offers in exchange.—Sunbeam-Talbot saloon.—16, Elm Tree Ave., Esher, Surrey. [7990]

HILLMAN 10

ACRES offer:—

1952 Hillman Minx, finished in black with brown leather upholstery, heater and radio, minutes refitted, bodywork completely in genuine, beautifully kept and maintained as brand new; bargain at £695. A.CRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2.

RUSSELL MOTORS offer:—

1950 (December) Hillman Minx P IV coupe, 17,000 miles; £625; any trial or examination. RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5232. [C1060]

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, one careful owner; £595. B.J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

PHILIP RICKARDS, Ltd., offer:—

1952 Hillman Minx saloon, black, 2,000 miles.—4, 1952 Brick St., Park Lane, London, W.1. Grosvenor 4772/3.

WARWICK WRIGHT, Ltd., offer:—

1952 Hillman Minx Mark V saloon, black, 3,000 miles; £695.

1952 Hillman Minx Mark V convertible coupe, green, 5,000 miles; £725.

1951 Hillman Minx Mark V saloon, 13,000; £625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1045]

H. F. EDWARDS & Co., Ltd., offer:—

£575—1950 (October) Hillman Minx Phase IV 5½-litre saloon, black and chromium, red leather, heater, an absolutely immaculate and outstanding car, written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Langham 0012. [C2003]

DAGENHAM MOTORS, Ltd., offer the following car:—

1951 Hillman Minx d.h. coupe, green, 15,000; £595.

56, Park Lane, W.1. Regent 4860, 374, Ealing Rd., Alperton, Middx. Perivale 3588, and 10 & 12, Sangle Rd., Cattford, S.E.6. Hither Green 4821. [C1066]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1948 Hillman Minx saloon, black, loose covers, one owner excellent order; £435. [C1001]

1947 Hillman Minx saloon, one owner, first-class condition, 20,000 miles; £595.

MAYFAIR CARRIAGE Co. Ltd., The Hyde, Edware Rd., N.W.9. Col. 5082. [C1004]

1939 Hillman Minx drop head coupe, black, mechanically sound throughout; £225.

LYNE, FRANK & WAGSTAFF Ltd., 5-5, Crouch End Hill, N.8. Mountview 4401.

HILLMAN 10

(January) Hillman coupe, 9,000 miles, sale or exchange.—Ernest Sutton, Weybridge 600. [C2023]

1951 Hillman Minx drop head coupe, black, red leather, one owner, immaculate condition; £695.

RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C1052]

1952 Hillman Minx coupe, black, 4,180 miles, immaculate, present owner; price £650, or offer.—Tel. 2144 Loffthouse Gate. [1658]

£185—1939 Hillman 10 saloon, clean car; terms, £150.—Autosnips, 5, Balham High St., Balham 1509. [C1109]

£335—1946 (late) Hillman Minx saloon, black, fitted covers, immaculate condition throughout.—Below.

£365—1947 Hillman Minx estate car, grey, genuine manufacturer's model, bargain.—Below.

£165—1936 modern Minx saloon, immaculate condition throughout, black, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2422. [7814]

HILLMAN 10 1939, excellent condition, reconditioned engine, taxed; £280, offer.—11, West Parade, Hove 1515. [7608]

£335—1947 Hillman Minx drop head coupe, in nice condition.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C1037]

1950 Hillman Minx saloon, green, ex. condition; £525.—Jack Olding & Co., 8, North Audley St., London, W.1. Mayfair 5242. [C1030]

1949 Hillman Mark III saloon, black, excellent condition; £500.—Ingram Sandie & Co., Ltd., Gillingham St., S.W.1. Vic. 4366. [7587]

1950 Hillman Minx saloon, black with brown leather well maintained; £525.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C1022]

1951 Hillman Minx drop head coupe, grey with red leather, carefully used; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C1022]

£275—£92 deposit.—1940 Hillman Minx saloon, one owner, only, immaculate.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1946 Hillman Minx drop head coupe, in exceptional condition, new hood; £325.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1947 Hillman Minx, black, exceptional condition throughout; £595.—Modern Service (Wimbledon), Ltd., 55, High St., Wimbledon, S.W.19. Wimbledon 5155. [C1031]

£350—1947 Hillman Minx de luxe saloon, very well maintained, coachwork unmarked; terms, exchanges.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2831. [C1031]

1952 Hillman Minx drop head coupe Phase V, 5,000 miles, only just run in; £695.—Scott Cars, 547, Finchley Rd., London, N.W.3. Hampstead 2100-6676. [C1016]

1947 (July) Hillman Minx drop head coupe, black, brown leather, 21,000 miles, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. [C1024]

£350—1947 Hillman Minx de luxe saloon, very well maintained, coachwork unmarked; terms, exchanges.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2831. [C1031]

1951 Hillman Minx drop head coupe Phase V, 5,000 miles, only just run in; £695.—Scott Cars, 547, Finchley Rd., London, N.W.3. Hampstead 2100-6676. [C1016]

1947 (July) Hillman Minx drop head coupe, black, brown leather, 21,000 miles, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. [C1024]

1951 Hillman Minx Mark IV, low mileage, one owner, in superb condition, colour black, bargain; £575.—Northways Garage, Swiss Cottage, N.W.8. [C1016]

NAYLOR & ROOT.—1951 Hillman Minx Estate car, duo gres, 12,000 miles only, excellent value; £635, 6 months' guarantee; 25, East Hill, Clapham Junction, S.W.11. Batt. 2222. [C1022]

1948 (Dec.) Hillman drop head coupe, Phase II, 18,000 miles, genuine, one owner; only; £695.—Peter Stockwell, Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [C1014]

HILLMAN Minx 1938 model de luxe saloon, blue, black beige leather, low mileage, one owner; £595.—D. J. Davis, 190-192, Kensington High St., W.8. Western 9641 and Kensington 1108. [C1059]

1950 Hillman Minx Phase IV, perfect condition throughout, 24,000 miles, £775—grey/red leather; any reasonable offer accepted.—Chosen Cottage, Chestnut Ave., Barton-on-Sea, Hants. [7521]

PRIDE & CLARKE, Ltd.—1951 Hillman Minx saloon, black beige leather, low mileage, heater, radio; £589.—1949, black brown leather, one owner, £449; or green brown leather, low mileage, one owner, £429; three months' guarantee; terms, exchanges; lists, Stockwell Rd., S.W.9. Brixton 6251. [7757]

TANKARD & SMITH, Ltd., offer 1951 Hillman Minx saloon black with brown leather, one owner, speedometer reading 28,000, excellent condition throughout; £595.—Monksbridge, W.10, Kings Rd., Chelsea, S.W.3. Paxman 4801-2. [C1026]

HILLMAN 10 1938 model, original condition; £225.—D. J. Davis, 190-192, Kensington High St., W.8. Western 9641 and Kensington 1108. [C1059]

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HILLMAN Minx 1938 model de luxe saloon, blue, black beige leather, low mileage, one owner; £595.—D. J. Davis, 190-192, Kensington High St., W.8. Western 9641 and Kensington 1108. [C1059]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.I. Mayfair 6266.
SPARE parts.

SERVICE, Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [C1094-R]

HUDSON

1949 Hudson 6-cylinder saloon, right-hand drive, radio, heater, covers, immaculate. £1.195.—
 Taylor & Crayey, 48, Kensington Court, W.8. Tel. 6015. [C1782]

£225. £75 deposit.—1939 Hudson 22 4-door black saloon, leather upholstery, also immaculate. 17hp. 1939. £275.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/5903. [W1015-R]

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

ALFRED FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674/5. [C1061-R]

DISMANTLING. Hudsons, 1939 17hp, 1937 22hp, 1936 25hp and 1934 17hp.—Motolympia, Welshpool. Tel. Oswestry 480. [C1042]

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 3561-7. [C1002]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [C1062-R]

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quick claim number 23-101, Heath Rd., Twickenham. Tel. Popeye 1035-6-7. Telegram: Spikins, Twickenham. [C1062-R]

HUMBER

ACRE'S offer

1951 (Feb.) Humber Super Snipe, finished in bottle green with light fawn leather upholstery, heater and radio, speedometer reading 8,000 miles, undoubtedly genuine, beautifully kept and maintained by an extremely careful owner and is indistinguishable from a new first class car. [C1002]

ACRE'S AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

CAR MART, Ltd.

1952 Number Super Snipe saloon, heater, 1,000 miles. £1.095.—[C1025]

1950 Humber Hawk saloon, 8,000 miles; £685.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

HENLYS, Ltd., offer:—

1951 Humber Super Snipe bronze with brown leather upholstery, one owner, carefully used, always serviced. Humber 17hp. Condition as it is. Immaculate in every way, usual guarantee, and 7 days free trial; price £925. h.p. available.—Full list by return post. Euston 4444. [C1022]

TOM GARNER, Ltd., offer

1951 Humber Pullman Mark III Limousine, black, 6,000 miles only. £600 below list price.

1952 Humber Pullman Mark III Limousine, black, miles. £600 below list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

OVERSEAS CARS, Ltd., offer:—

1950 (October) Humber Hawk saloon, green, brown leather, one owner, in exceptional condition; £750.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C1051]

WARWICK WRIGHT, Ltd., offer:—

1951 Humber Imperial saloon (7-seater), black, radio and heater, 4,000 miles; £1.495.—

1951 Humber Super Snipe 27hp saloon, black, 15,000 miles. £950.

1951 Humber Hawk Mark IV 16hp saloon, blue 8,000 miles. £895.—

WARWICK WRIGHT, Ltd., 150, New Bond St., W.I. Mayfair 9761. [C1045]

PHENIX MOTOR CO. (SURREY), Ltd.

1951 (March) Humber Hawk saloon, black, brown interior, 24,000 miles, in showroom condition, list price £1.129; our price £695.

1950 Humber Imperial 7-seater saloon, black, fawn leather, in immaculate condition throughout, fine condition, list price £1.225.—

PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [C1044]

1950 Humber Hawk saloon, immaculate, heater, £650.—K.G. Motor & Eng. Co., Ltd., Kington St., S.W.1. Sloane 1004. [C1075]

1939 40 Humber 16 saloon, excellent, guaranteed. £170. 4 passengers.—Vaughan, 17, Astwood Mews, S.W.1. Tel. 1519. [C4050]

HUMBER Super Snipe, as new, black with fawn leather, H.M.V. radio, 800 miles; £1.175.—Robbins, East Putney. Tel. 4581. [C1764]

1949 Humber Super Snipe saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.I. (Mayfair 4404). [C1022]

1950 Humber Hawk saloon, black with brown leather, most attractive; £675.—Stratstone, Ltd., 40, Berkeley St., W.I. (Mayfair 4404). [C1022/1]

1952 (Aug.) Humber Super Snipe saloon, 4,000 miles, finished Alpine mint, beige leather, heater, radio; taxed year; perfect car; £1.150.—

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Tel. 5365. [C1056]

NUMBER

OCT. 1950, Humber Hawk Mark IV saloon 16hp, bronze, red leather, small mileage; £725.—E. C. F. (Engineers), Ltd., Wharf Rd., Stamford Hill 17261.

CASS'S MOTOR MART.—1948 Number Snipe saloon, black, radio, genuine 22,000 miles, unblemished, written guarantee.—5, Warren St., W.I. Euston 4110. [C1040]

HUMBER Super Snipe, 1949, black brown hide, H.M.V. radio, heater; £595.—J. Davy, 180-182, Kensington High St., London, W.8. Western 2441-1106. [C1059]

1947 Humber Snipe, fitted loose covers, coachwork very clean, mechanically good; £565.—Colom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maids Vale 5154, 3651-2. [C1024]

1952 (July) Humber Super Snipe de luxe, 5,000 miles, radio, heater, radio covers, etc., attractive price; £625.—C.M.C. (Caterham), Ltd., Sutton 3325-6. [C2028]

1952 (April) Humber Super Snipe saloon, 5,000 miles, radio, heater, radio covers, etc.; £625.—Tieckford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3555. [C4029]

£425—1947 Humber Super Snipe, 24,000 miles, black with beige upholstery, almost new condition; terms exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. [C1051]

SUPER Snipe 1951 model, registered (December) 1950, radio, heater, windscreen washer, loose covers, very nice condition; £725. o.n.o.—R. Hardy & Son, 55, Marylebone High St., W.I. Tel. 1101 5. [C1054]

1951 Humber Super Snipe, black, red leather, 21,000 miles, Bedford cord covers, immaculate condition; £625.—C.M.C. (Caterham), Ltd., Sutton 3325-6. [C2028]

1951 Humber Super Snipe, 22,000 miles, black with beige upholstery, almost new condition; £725.—Tieckford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3555. [C4029]

1949—1947 Humber Super Snipe, 24,000 miles, black with beige upholstery, almost new condition; terms exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. [C1051]

SPACIAL client requires post-war Humber Pullman or similar car; good price paid, distance no object.—Euston 5917. [C1057]

H. F. EDWARDS urgently require Humber for immediate cash; distance no object.—Details, please to 28, Upper High St., Epsom, Surrey. Epsom 9400. [C1020]

1949—Phase II Humber Pullman limousine wanted for cash.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Hale, Tel. 4231. [C1058]

7-PASSENGER 1950 1/2 Limousines and Imperial Saloons required immediately; details, please to Mr. & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1008]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [C1086]

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46581. [C1058]

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2951. [C1080]

Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [C1056]

BARKING.—For full stocks of spares and genuine service for Humber owners come to Alton's Garage, Ltd., 105-7 Longridge Rd., Barking. Tel. Rippetts 1285. [C1044]

JAGUAR

HENLYS, Ltd.

ENGLAND'S largest Jaguar Distributors.

SLECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2672)

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HENLYS Ltd. England's Leading Motor Agents

10027-B

ACRE'S offer:—

1951 Jaguar XK120 roadster, finished in black, red leather upholstery, hours of extras, including undoubtly genuine, recently fully modified by makers; £1,150 secured.

1950 Jaguar Mark V saloon, finished in ivory with grey leather upholstery, heater and radio, low miles, carefully used and maintained, must be seen to drive; £1,150 appreciated; first £600 secured.

ACRE'S AUTOS, Ltd., 36, Stratford, E.15, London, S.W.2. Tel. Tulse Hill 1909, and st. 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maranay 2211-2. [C1002]

CAR MART, Ltd.

1950 Jaguar Mark V 3½-litre saloon, heater, guaranteed, £995.—Car Mart, Ltd., 150, Park Lane, W.I. Grosvenor 3434. [C1059]

HENLYS Ltd. offe:—

1952 XK120 red with biscuit and red upholstery, one owner, never raced, this car is in immaculate condition and has been serviced since new by our Jaguar service station, usual guarantee and 7 days free trial; £600 available; full list by return post—Euston 4122. [C1059]

CAR MART, Ltd., offe:—

1952 XK120 one owner, never raced, this car is in

immaculate condition and has been serviced since new by our Jaguar service station, usual guarantee and 7 days free trial; £600 available; full list by return post—Euston 4122. [C1059]

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ROSE & YOUNG, Ltd.

1952 Jaguar Mark VII saloon, 6,000 miles only, H.M.V. radio, whole car as new, grey, £1,595.
1951 Jaguar Mark V saloon, 6,000 miles, believed genuine, H.M.V. radio, an immaculate car £1,495.—65-65, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Tulse Hill 6464 [C3057]

JACK ROSE, Ltd., offer:—

MARK V 3½-litre Jaguar saloon in grey, one careful owner, low mileage, appearance almost as brand new, inside and out, interior than the average 51, accept £1,695. Also 1947 3½-litre Jaguar saloon, almost spotless in silver grey, with special equipment, one careful owner; accept £1,510.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-10 [C3056]

B. J. HUNTER, Ltd., offer:—

1951 Jaguar Mark VII saloon, low mileage, one owner, fitted all conceivable extras, £1,575.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. DEART & Co., Ltd., offer:—

1938 Jaguar 3½-litre drop head coupe, finished in black with brown leather upholstery in much above average condition throughout: £295.—102, London Rd., Kingston-on-Thames. Tel. 5343. [7765]

SAUL & SLATTER, Ltd., offer:—

1950 (late) Jaguar Mark V saloon, finished in dark grey. In exceptional condition: £875.
SAUL & SLATTER, Jaguar Main Dealers.

44—46, Aldermans Hill, N.15. Tel. Palmers Green 1205/7673. [C4002/1]

SAUL & SLATTER, Ltd., offer:—

1952 Jaguar Mark VII saloon, black, brown leather upholstery, 10,000 miles only, one titled owner, whole car as new: £1,625.
SAUL & SLATTER, Jaguar Main Dealers.

44—46, Aldermans Hill, N.15. Tel. Palmers Green 1205/7673. [C4002]

SLOCOMBES, Ltd. Willesden 4869.

EXCHANGE 1951 late Mark 2 Sunbeam-Talbot saloon, radio and heater, 10,000 miles, believed genuine. In perfect order, interior much preferred for late low-mileage XK120, must be perfect. HIRE purchase, part exchange and A.A.R.A.C. inspection welcomed.—38/52, Dudden Hill Lane, N.W.10.

CHARLES FOLLETT, Ltd., offer:—

1951 Jaguar XK120 2-str., black, red and beige leather, one owner, 8,900 miles, radio, chromium luggage carrier, blinker type trafficators, superb order, £1,125.
18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Les-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5986. [C2010]

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, excellent condition throughout, taxed: £975.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631.

HENDON CENTRAL GARAGE, Ltd., offer:—

1939 Jaguar 1½-litre saloon at bargain price £210, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

1950 Mark V Jaguar saloon, black, brown leather, 11,000 only, radio, heater, £1,355.
R. IPCO, Ltd. (Jaguars Purchased), 16, Albermarle St., Mayfair, London, W.1. Regent 2932. [C3052]

1952 Jaguar Mark VII, new condition: £1,625.—Cyril Sheppard of Reading. Sonning 2346. [7766]

1952 (October) Jaguar Mark VII saloon, grey, under 5,000 miles, fitted radio: £1,550.
R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. [C4056]

£325—Jaguar 1½-litre 1939 drop head coupe, really super condition throughout, choice 2, many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5666-7. (50 yds Holland Park Tube.) Exchange, h.p.

BEARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. King 3346. [C0081 R]

1949 (Sept.) Jaguar 3½-litre Mark V saloon, 27,000 miles, sale or exchange.—Ernest Sutton, Weybridge 600. [C4023]

1950 Jaguar Mark V 3½-litre saloon, black, heater, perfect condition: £850.—Box 4989, or Princes Risborough 389. [7768]

1940 series 3½ Jaguar saloon, '47 engine, exceptional condition, taxed.—Richards & Son, Market St., Tavistock. Tel. 174. [7777]

1952 Jaguar Mark VII, registered August, 3,000 miles, birch grey, grey interior, perfect condition; list price: £1,478. [7256]

1949 Mark V Jaguar 3½-litre saloon, new condition; also 1948 series 3½-litre saloon, excellent. Autoworx, Ltd., Winchester. Tel. 4834. [C1010]

£990—XK120 Jaguar, perfect condition, small mileage, easy terms.—Noel Roscoe, 155, High Rd., Byfleet, Surrey. Tel. 270. [C3062]

JAGUAR Mark V 3½-litre, grey and red leather, fitted with H.M.V. radio, £1,795.—Evans and O'Malley, Ltd., Lowndes Square, Knightsbridge, S.W.1. Tel. 1593-4. [7398]

JAGUAR

1952 Jaguar Mark VII, registered October, 1,000 miles, midnight blue, list price: £1,595.
SON (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

JAGUAR 2½-litre Mark V, 1949, moderate mileage, black cellulose brown leather, perfect condition throughout: £750s.—Carr Bros., High St., Purley, Upper, 4812. [7761]

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradford, Bolton. Tel. 4080. Deansgate, Manchester, Tel. Deansgate 4507. [10591/R]

JAGUAR Mark V saloon, black, brown leather, 1948, radio and heater, 22,000 miles, one owner: £895.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 556. [7794]

XK120 (February, 1951), gunmetal and red, 11,000 miles, whole car as new: £1,100. J. E. Bird, 118, High Rd., Lee, Lewisham, S.E.15. Lee Green 1072. [7709]

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939, in attractive Jaguar green, fitted very efficient heater, similar body styling to post-war example, superb performance: £1,050. [C2040]

CAMDEN MOTORS.—Jaguar 2½-litre saloon, 1948, full special equipment, air conditioning and built-in radio, metallic grey; outstanding value at only £495.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, a genuine one owner car since new, original, top body, hand, wheel, condition very much above average: £345. [C2041]

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1946, another genuine one owner car, in black with brown leather, very much lower mileage than usual: £295. [C2042]

CAMDEN MOTORS.—Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035]

1947 Jaguar 1½-litre saloon de luxe, recent respray, ice red, grey red leather, immaculate condition: £525 or near offer.—Springett, 1, Cambridge Rd., Strood, Rochester. [7651]

JAGUAR 3½-litre Mark VII, 1952, 8,000 miles only, black with brown leather, absolutely indistinguishable from new throughout: £1,575s.—Cars Bros., High St., Purley, Upland 4812. [7760]

MARK V Jaguar de luxe saloon (October, 1949), grey with red leather, fitted H.M.V. radio, heater, etc., £650, must have smaller post-war saloon, part payment.—Tel. Birmingham, South 3018. [7706]

1939 Jaguar 2½-litre drop head coupe, one owner from new in superb condition: £865. Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 4371. Showroom, Molesey 6199. [C2037]

CASE'S MOTOR MART.—1939 Jaguar 1½-litre saloon, just resculpted gunmetal 1952 Pyle radio, exceptional condition: £395, written guarantee. S. Warren St., W.1. Euston 3323. [C1040]

1947 Jaguar 1½-litre saloon de luxe, special equipment model, radio, Ace wheel discs, immaculate condition: £325, 3 months' written guarantee.—Brown's Garage, Loughton (Essex), 4119 (Tube). [C1034]

1940 Jaguar 2½-litre drop head coupe, sueded green, radio, very clean, any inspection invited: £325.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandys 1166. [C4034]

MARK VII Jaguar saloon, 5,800 miles, black, red and hide, screen washers, etc., one owner, all reasonable offers considered.—Swanmore Garage, 1175-1180, Chichester Rd., Boscombe, Bournemouth. Tel. Swanmore 45344. [C4024]

XK120, 1951, mileage 5,295, throughout like new, fitted new cover, special spots, demisters, spare unused, carefully driven by one owner: £1,295—135, High St., South, E.6. Grangewood 2530. [C4050]

1952 series Jaguar Mark VII saloon, 9,000 miles, grey, radio, heater, loose covers, Ace rim-bellshakers, spare unused, indistinguishable from new: £1,595.—Scott Cars, 547, Finchley Rd., London, N.W.3. [C4016]

1948 Jaguar 1½-litre Special Equipment saloon, gunmetal with leather upholstery to match, unrepeatable specimen, original owner, any trial or examination: £655.—Ratcliffe's (Purley Way), Ltd., Purley Way, Croydon. Croydon 3678-9. [7754]

1950 Jaguar Mark V saloon, black, brown leather, one owner, heater, radio, excellent condition throughout and the best value yet offered: £1,295.—Truscott, Ltd., 173, Westbourne Grove, W.11. Belgrave 4274. [C4035]

1951 Mark V coupe, top cond., spec. 2 col. paint work, fitted new wire rim, 2 col. 2-pins, radio, heater, loose covers to new, covers fitted emergency hood covers, 2-col. loose covers to match car, private owner: £1,400 or thereabouts.—Box 5000. [7702]

£325—Jaguar 1½-litre 1939 drop head coupe, really super condition throughout, choice 2, many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5666-7. (50 yds Holland Park Tube.) Exchange, h.p.

BEARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. King 3346. [C0081 R]

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JAGUAR

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1939 Jaguar 1½-litre saloon which is in almost perfect condition colour suede green with upholstery to match, engine recently sleeved and the whole car put into super condition, new tyres: £395. exchange.—Southwinds, Smugglers Walk, W. Worthing, Sussex. Gorring-by-Sea 42151. Evenings. [C4027]

Jaguar Cars Wanted

CTHE CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [0875 R]

ROWLAND SMITH'S, 150, Park Lane, W.1. Grosvenor 3454. [0875 R]

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943 R]

COOMBE & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car: offers appreciated.—Portsmouth Rd., Guildford Tel. 62907. [0234 R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15. Tel. Palmers Green 1205/7173. [W4002 R]

BARTLETT.—Jaguar XK120 urgently required.—25, Pembroke Villas, W.11. [W1015]

SS100 wanted for cash, must be in first-class order.—Hampstead 3430. [7745]

GEENUINE low mileage XK120 wanted.—Dunham Haines, 46, Castle St., Luton 2100. [W1079]

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Marston 3000. Seven Sisters Rd., Tottenham, N.15. [W1080 R]

LOW mileage 1948-49 Jaguar 1½-litre S.E. saloon required.—London Cars, Greenford. Waxlow 2645. [C2057]

PERFORMANCE CARS, urgently require Jaguar's—Great West Rd., Brentford, Middlesex. Ealing 8844-09.—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W2001]

CHILTERN CARS urgently require Jaguar 100s.—Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045]

XK120, low mileage, wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

ADVERTISER wishes to purchase Jaguer XK120, or would give 1950 model Austin Sheerline and cash.—Letters, 6, Braemore Rd., Wallasey, Cheshire. [7662]

H. F. EDWARDS urgently require Jaguar for immediate cash: distance no object.—Details, please. 28, Upper High St., Epsom, Surrey. Epsom 9400. [W2001]

Jaguar Spares and Service

HENLYS, Ltd., ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7. [0563 R]

QUICK completion of repairs. [0563 R]

XK120, 1951, mileage 5,295, throughout like new, fitted new cover, special spots, demisters, spare unused, carefully driven by one owner: £1,295—135, High St., South, E.6. Grangewood 2530. [C4050]

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares: replacement units and repairs facilities.—Bath Rd., Slough. Tel. 2394. [0430]

LEONARD WILLIAMS & Co (1940), Ltd., offer Jaguar service by factory trained men at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528 R]

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock: specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719 R]

JEEP (first reg.). Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad 8345. [0619 R]

£75—Jeep, new tyres, recent respray.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

£110 for a special bargain.—See Metamet, famous 12 quality conversions.—968 Belize Lane, N.W.3. Hampstead 8231. [0527 R]

JEEPS.—Britain's leading Jeep specialists, all spares in stock: prompt despatch; rebuilt Jeeps detachable bodies, utilities: 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Guntersbury, W.4. Chiswick 3013/0621. [0241 R]

JEEPS!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork Ltd., Winchester. Tel. 4834. [C1010]

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep firm, Hampton Wick, Kingston-on-Thames (4716). [0820 R]

MANSELL & FISHER (home or export) specialise in motor cars, offer direct or stock rebated Jeeps with 6 month guarantee, own Jeeps kept in parts workshop for rebuild, all spares stocked; contractors to overseas Governments.—11, Cadogan Lane, London, S.W.1. Sloane 4732, 4728. [C3066]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP

195 gns.—JEEP (Ford), registered 1951, hood spare wheel, excellent condition, choice of 4 Jeeps; terms, exchange; list, open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube), (C4018)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919. (0335/R)

Jeeps Wanted

R OWLAND SMITH'S the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10954/R

Jeeps Spares and Services

100 gns. Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) (0366/R)

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Spares and Service. 184-90 Holland Park Ave., W.11. Park 5077. (C3030/R)

JENSEN

BRICKLANDS: Individuality, new and used cars.

1953 Jensen Interceptor saloon and cabriolet.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. (C1029)

SPECIAL Ford Jensen sports 4-seater, reconditioned engine and gear box, new battery, new hood and all over tonneau cover with zip fastening, reconditioned mid-blue, fantastic performance with sleek lines: £295. (C3064)

METCALFE & MUNDY 280, Old Brompton Rd., S.W.5. Fremantle 5471.

JOWETT

HENTLEY & PARTNERS Ltd. offer:—

1951 model Javelin saloon de luxe, turquoise blue, 6 months same as maker's guarantee.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

NEWNHAMS, Ltd.

1952 Jowett Javelin saloon, green, 700 miles only. (C3024)

JACK ROSE, Ltd. offer:—

1951 Javelin saloon, almost as brand new inside and out, one careful owner; accept £650.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. (C5095)

CLARKE'S OF PIRBRIGHT. Distributors Day and night service in Guildford, Woking and Aldershot areas.

GUARANTEED used Jowett products:—

1952 Javelin de luxe saloon: £795.

1951 Javelin de luxe saloon, 10,000 miles: £725.

1949 Javelin saloon, heater, radio, covers: £575. NEW Javelins from stock.

NEW Bradford vans from stock.

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey.

BRICKWOOD 2201-2. (0522/R)

B. J. HUNTER, Ltd. offer:—

1951 Jowett Javelin de luxe saloon, one owner, numerous extras: £695. (C2040)

1952 Javelin de luxe saloon, one owner, fitted radio and heater, immaculate: £675. G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. (C4053)

1950 Jowett Javelin de luxe, black, immaculate, special modifications; also Jowett Javelin, green.—Anthony Crook, Caterham 2232-3. (C1063)

1949 Javelin saloon, fitted heater, unmarked, serviced by ourselves: £525. G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. (C4053)

1951 model Jowett Javelin de luxe saloon, finished in maroon in excellent condition, one owner: £755. BREW BROTHERS, Ltd., 135, Old Brompton Rd., S.W.7. Kensington 2468. (C5265)

1950 (Nov.) Jowett Javelin de luxe saloon, 18,000 miles, sale or exchange.—Ernest Sutton, Westbridge 600. (C4023)

JUPITER 1952 (June), 3,800 miles genuine, car perfect condition; offers; prefer exchange 4-seater Walton-on-Thames 4949. (C4023)

GODFREYS, Ltd. Jowett main agents; specialized Jowett service, spares, repairs and new and used sales; factory-trained mechanics.—Godfrets Ltd., 228-234, London Rd., Croydon, Croy. 3641-2. (C4065/R)

JOWETT and Javelin main agents, spares and specialized service.—Collier-Fisher, Ltd., Northwood, Middlesex. Tel. 777 (4 lines). (C422/R)

1952 Javelin saloon, one owner, under 1,000 miles; £2845; also prompt delivery new Javelin and Bradford.—Jowett Sales, 140, Golders Green, N.W.11. Speedwell 0015. (C1004)

JOWETT

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 428, Upper Edens End Rd., Beckenham, Kent. Tel. Beckenham 2565. (C502/R)

JAVELIN de luxe (Sept., 1950) one owner, radio, heater, ventipanes, Ace Rimbleshers, metallic grey, immaculate: £645; 1951 and 1952 models available.—Bowman Garage, Jowett Agent, Weybridge 1265. (C1053)

1952 Javelin de luxe saloon, new, 9,000 miles, heater, one owner, £750; exchange terms—Tel. Tunbridge 2189. (C765)

225 gns.—Jowett 1939 10hp 4-cylinder saloon, black, 215 brown leather, very good condition, terms, exchanges; list; open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1948 Javelin saloon specially prepared for fastidious owner, special engine recently fitted with polished cylinder heads, modified gear box and suspension, perforated disc wheels, radio; this car represents a unique opportunity for those desirous of acquiring something different and is remarkable value at £1,000.—H.W. MOTORS, Ltd., Walton-on-Thames, 2404-5. (C2042)

1951 (May) Jowett Jupiter, fitted with an attractive 4-speed gearbox, new clutch, new front disc brakes in bluish grey metallic cellulose, with deep red wheels and upholstery to match; exceptionally fast: £750; would exchange and cash adjustment—either way.—Southwicks, Smugglers Walk, W. Worthing, Sussex. Evenings. Ooring-by-Sea 42151. (C4067)

Jowett Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. (C1074/R)

ROWLAND SMITH'S

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10954/R

JOWETT Jupiter wanted in exchange for Hillman Minx coupe, with cash adjustment.—Box 4832. (C7518)

JUPITER wanted for cash.—Richards & Son, 5, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., 1, Weston Park, Kingston-on-Thames. Tel. 2241. Jowett agents. Jowett Javelin, Bradford and, trucks, ARGEET stock, now in Southern England; immediate despatch, trade or private.—Tel. Erith 2469-2629, 308, Erith Rd., Bexleyheath. (C1057/R)

KINGSTON-ON-THEMES.—Distributors for Jowett, comprehensive spares and service facilities; trade requirements catered for.—G. W. WILKIN, Ltd., 84, Eden St., Kingston 2241-2.

GOLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.—NORTHWOOD, Middx. Tel. 777 (4 lines). (C1009/R)

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Buntingsfield Lane, Harrow. Tel. 6225-6. (C1073/R)

AV MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and area agents; over 20 years' Jowett experience, spares and service. (C1072/R)

LAGONDA

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington London, S.W.7. Kensington 6642 (5 lines). (C5047/R)

GUY SALMON AUTOMOBILES offer:—

1950 Lagonda 2.6-litre saloon, 16,000 miles, faultless example, £1,550; also another at £1,450. (September)

1952 Lagonda 2.6-litre drop head coupe, £2,550.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-5. (C4001)

BRICKLANDS: Lagonda distributors; latest models.

1952 Lagonda 2.6-litre coupe, mileage 6,000.

1951 Lagonda 2.6-litre coupe, many extras.

Buy or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. (C1029)

LAGONDA 3½-litre sports saloon, black, red upholstery, very fast, in excellent condition: £295. (C1055)

METCALFE & MUNDY 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

!!! Chiptord Motors, Ltd.—See our advertisement under "Sports Cars." (C1016)

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), series 4½-litre 4-seater sports tourer, a fine 4½-litre in immaculate condition throughout.

1936 4½-litre G.45 4-seater tourer, complete engine and chassis overhaul in progress.

1938 V.12 short saloon, small total mileage, engine 1,000 miles.

FURTHER particulars of these and other models now in course of preparation.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Tel. Staines 4211-2-3-4-5, or (private) Popesgate 5384.

LAGONDA

PERFORMANCE CARS, good selection, always available, written guarantee.—See under "Sports Cars." (C5041/R)

1952 Lagonda drop head 2½, 7,000 miles, as new.—Anthony Crook. Tel. Caterham 2222. (C1055)

1951 Lagonda 2½-litre saloon, 14,000 miles, immaculate: £1,595.—Taylor & Crowley, 44, Kensington Court, W.8. Wes. 6015. (C1011)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10946/R

V12 or LG6 drop head coupe wanted; cash purchaser.—Dutton. The Hollies, Sandys, Cheshire. (C1023)

PERFORMANCE CARS, urgently require Lagonda's—Great West Rd., Brentford, Middlesex. (C1014)

107 New Cavendish St., Great Portland St., W.1. Museum 5221. (C1034)

Lagonda Spares and Services

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings.

LANCHESTER

CHALES FOLLETT, Ltd. offer:—

546 miles only.—Lanchester 14 saloon, beige, owner forced to sell, in brand new condition. 2 months old, offered at £100 under list: £1,455.

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Les-Francis Service Station: Barnards' Yard, off Eglin Ave., W.9. Cunningham 5916. (C1020)

STATRSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1952) grey with red leather, 4,000 miles, as new: £1,225.

LANCHESTER 18hp sports saloon (1956) black with blue leather, 50,000 miles only, original condition: £575.

STATRSTONE, 40, Berkeley St., W.1. (Mayfair 4404) Service, 7, Heron Road, Russell Sq., W.C.1. (Terminus 7464). (C1022)

1939 Lanchester II de luxe saloon, one owner: £135.

GW. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Tel. 2241. (C1052)

1951 Lanchester 11hp saloon, 9,000 miles, radio: £1,050.

GORDON CARS (LONDON), Ltd., Gordon Hse., 3, Euston Rd., N.W.1. Eus. 6611. (C1023)

1948 Lanchester 10 saloon, blue, one owner, super throughout: £590.—Campbell Symonds Arnold 2246. (C1057)

£165—1952 Lanchester 14 saloon, very clean car, terms—Autosnaps, 5, Balham High Rd., Balham 1599. (C1059)

LANCHESTER 10, 1954 engine just overhauled, good running order: £75.—McDaniel & Dow, 82, Queen St., E.C.4. City 1655. (C1057)

1935 Lanchester 12 saloon, recent overhaul: £160.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C1019)

£295—Lanchester 14hp Road Rider saloon, 1955, black, loose covers, excellent condition throughout; terms, part exchange.—Fairlands 6265. (C1018)

175 gns.—Lanchester 14, 1957 Roadrider de luxe saloon, black, red leather, carefully used, excellent condition, terms, exchange, open 9-7 week-days and Saturday.—Rowland Smith, Hampstead 6041. (C4018)

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10947/R

H. F. EDWARDS urgently require Lanchester for immediate cash; distance no object.—Details please to 200, Gt. Portland St., London, W.1. Langham 0013. (W4033)

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, mechanical and repairs.—169 Fulham Rd., N.W.10. (C1027 R)

ALLENS' Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs etc.—Tel. Macaulay 6224-4 and 4199. (C1042 B)

LANCIA Dilambda saloon by Weymann, black, exceptional condition throughout: £275-12, Weymouth Mews, W.1. Langham 1991. (C1059)

JOHN S. TRUSCOTT, Ltd., usually have the best examples of all makes other makes, exchange, deferred terms.—173, Westbourne Grove, W.11. Bay 4273. (C403)

APRILIA, 1958, perfect example, faultless throughout: £450.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, & Manchester Pen 5457. (C2000)

Lancia Cars Wanted

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10952/R

PERFORMANCE CARS urgent require Lancia's—Great West Rd., Brentford, Middlesex. (C1014)

107 New Cavendish St., Great Portland St., W.1. Museum 5221. (C1034)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lancia Cars Wanted

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—175, Westbourne Grove, W.11. Bayswater 4274. [W4035]

K. EVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Grosvenor 2563. [1050/R]

PRIVATELY required, 1937-8-9 Aprilia wanted, in excellent condition, reasonable price (cash).—26, Trinity St., Ipswich. [17631]

LANCIA (ENGLAND), Ltd., English branch and sole representatives of the famous Italian company, servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice. Information regarding general service, reconditioning, technical, etc., easily Lancia Works, Alperton, Wembley. (Perville 5066.)

LEA-FRANCIS

TOM GARNER, Ltd., offer:—

1951 Lea-Francis 14hp 4-light saloon, green with 1500 miles, new upholstery, heater, 18,000 miles; £800 below list price.—T. Garner, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2020]

B. J. HUNTER, Ltd., offer:—

1947 Lea-Francis 14hp saloon, fitted radio, heater; £495. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040]

BROOKLANDS: Individuality, new and used cars.

1948 Lea-Francis 14hp sports 2-str.

1949 New Bond St., London, W.1. Mayfair 8551-6. [C1209]

LEA-FRANCIS 1950 model estate car, in first-class condition; £650.—A. de la Rue, Inkpen Common, Newbury. [17666]

1950 (September) 2½-litre sports, 100 mph, 28 mpg, 8,000 miles, as new; £955. 5, Mayfair Ave., Beckley Heath, Kent. [7610]

1947 model 14hp Lea-Francis 4-door saloon, fitted radio and heater, £475. Jaquier, Ltd., 25-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

NAYLOR & ROOT, 1948 Lea-Francis 14 saloon, black/brown hide (reg. Sept., '48), immaculate throughout; £595; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2352. [C5022]

1951 series Lea-Francis 18hp 2½-seater, Ace disc, screen washer, heater, etc., 100 mph, immaculate; £975 or exchange for 1951 2½ Riley saloon or coupe.—C. W. Dix, 29, Ridgway Cres., Newport, Mon., G. 616

CHARLES FOLLETT, Ltd., sole distributors, Lea-Francis London & Home Counties, offer the following cars which represent exceptional value and which have all been serviced and carry a three months' written guarantee:—

1951 14hp 2-str. 10,000 miles, black and attractive car offered at £620 (list price £2,148).

1951 Lea-Francis 2½-litre 2½-seater sports, gunmetal, one owner, 14,000 miles, coupe type hood, wind-up windows, 100 mph performance; value at £995.

1950 Lea-Francis 14hp sal., black, beige leather, one owner, in excellent condition, guaranteed; £645.

1949 (Aug.) Lea-Francis 6-light streamlined sal., black, radio and heater, one owner; £950. 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barndale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station—Works and Stores—Barndale Yard off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [1059/R]

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd., SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5. [C392/R]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station—Works and Stores—Barndale Yard off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [1059/R]

LINCOLN ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 10-12, Peter St., Brentford, Tel. Ealing 4507/R

LINCOLN-ZEPHYR LINCOLN-Zephyr saloons, choice of two and one for spares; £275 each, offers or exchanges invited.—41-43, Holcombe St., Derby. Tel. 3966. [17661]

MERCEDES !! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

MERCEDES-BENZ MERCEDES-BENZ (GT. BRITAIN) Ltd., offer:—

1938 Type 230 2½hp Mercedes-Benz, 4-door saloon, right-hand steering, black with grey leather in immediate condition throughout.—Victoria 3715. [17108]

MERCEDES-BENZ

1941 (first 12 months) Mercedes-Benz Cabriolet, similar to 500F, with 3½-litre engine, 1½ drive, red leather upholstery; £525—Pantiles Service Garage, London Rd., Guildford 5326. [C1035]

MERCEDES-Benz Cars Wanted

BEST CARS, Ltd., are interested in buying Mercedes-Benz in any condition.—13, Northumberland Alley, E.C.5. Royal 6256. [17595]

MERCEDES-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [15165]

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaries in the U.K.—Lincoln Cars, Ltd., 10-12, Peter St., Brentford. Tel. Ealing 4506-9. [1748/R]

1947 Mercury de luxe sedan, right-hand drive, radio and heater, genuine low mileage, unblemished condition throughout; £625; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 655. [17534]

M.G.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 5 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might be unavailable.

M.O. 1½-litre sports saloon, 1951, £675; M.G. T.D. 2-seater, 1950, £575.

M.G. T.C. 2-seater Roadster, 1949, £525; M.G. T.C. 2-seater, Roadster, 1949, £495.

M.G. 1½-litre 2-seater, 1939, £555, £525; M.G. T.A. 10hp 2-seater, 1939, £265.

M.G. P.B. 9hp 4-seater, 1936, £245; M.G. P.B. 9hp 2-seater, 1936, £195; M.G. J.Z. 8hp 2-seater, 1933, £155.

M.G. V.A. 1½-litre saloon, 1937, £265; M.G. 2-litre 18hp Charlesworth tourer, 1937, £265.

M.G. M.A. 18/80 sports saloon, 1930, £155; M.G. 2½hp 2-seater, 1935, £125.

M.G. 12hp 2-seater, 1932, £95; M.G. 12hp 4-seater, 1932, £125.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 8841, or 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [C15041]

CAR MART, Ltd.

1952 M.G. T.D. 2-seater, 5,000 miles; £675.

1951 M.G. T.D. 2-seater, 8,000 miles; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

B. J. HUNTER, Ltd., offer:—

1949 M.G. T.C. sports 2-seater, £90 worth of extras fitted; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040]

CHARLES FOLLETT, Ltd., offer:—

1950 M.G. T.D. 2-seater, specially tuned at cost of £120, luggage carrier, 2 spares, a carefully kept car with increased performance guaranteed; £595.

18 Berkeley St., W.1. Mayfair 6266.

CHARLES RICKARDS, Ltd., offer:—

1952 (Jan.) M.G. TD 2-seater, one owner, mileage throughout; £675.

ALSO a good selection of genuine low mileage cars offered on our 5 months' guarantee.

56 Baywater Rd., W.2 (next door to Lancaster Gate Tube Stn., 3 min. from Marble Arch). Tel. 1220. [C1050]

JACK ROSE, Ltd., M.G. agents, offer:—

1951 M.G. saloon, a beautiful car in black, one owner, 13,000 miles; £695. Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C1056]

PARADE MOTORS (MITCHAM) offer:—

1950 M.G. saloon, a beautiful car in black, one owner, 13,000 miles; £695. Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C1056]

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56 Baywater Rd., W.2 (next door to Lancaster Gate Tube Stn., 3 min. from Marble Arch). Tel. 1220. [C1050]

JACK ROSE, Ltd., M.G. agents, offer:—

1951 M.G. saloon, a beautiful car in black, one owner, 13,000 miles; £695. Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C1056]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.C. Spares and Service

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041/R]

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading 4456. [C2028]

UNIVERSITY MOTORS, LTD.—Largest stock of M.G. spares outside the factory.—7, Hartford St., London, W.I. Tel. 4141. [C1050/R]

M.G. ohc models, most spares available, new screens, petrol tanks, springs, cycle type wings, M.G. Work shop Manual covering all models. £1.50 post free.—Der- rington, 159-161, London Rd., Kingston 5621-2. [C1071]

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d. and guaranteed delivery in 24 hours.—Our representative, A. E. Williams Garage, Queens Rd., Wimborne (Station), S.W.19. Liberty 3063. [C1043/R]

MORGAN

465 gns.—Morgan 4-4 1949 10hp drop head coupe, blue, black leather, good condition, 10,000 miles, full owner, 15,250 miles, practically new condition; terms, exchanges.—Rowland Smith, below. [C4018]

445 gns.—Morgan 4-4, November 1950 10hp sports 2-seater, green, black leather, one careful owner, some mileage, original spares unused, exceptional condition, terms, exchanges, etc.; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

NAYLOR & ROOT.—1952 Morgan Plus 4 4-seater red, grey hide, 5,000 miles only (reg. July '52), indistinguishable from new; £675; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3028]

Morgan Cars Wanted

ROWLAND SMITH'S.—**R**OYAL MORGAN BUYERS.—Hampstead High St. (Hampstead Tube). Ham. 6041. [C1049/R]

SLOCOMBES, LTD.—The Morgan People.—1049/R

WE urgently require to purchase all models Morgan cars; WRITE, call or phone.

38 52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [C4017]

REQUIRED immediately, good Morgan.—G. Edwards, Amersham Lane, Harpenden, Herts. Tel. 118. [W2000]

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.I. Langham 7753. [C514/R]

MORGANS.—All available spares in stock.—P. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.S. Ealing 0570. [C723/R]

MORRIS MINOR

CAR MART, LTD.—**C**AR MART, Ltd., 150, Park Lane, W.I. Grosvenor 5434. [C1039]

B. J. HUNTER, LTD.—offer:-

1949 Morris Minor saloon, most carefully used, really as new; £450. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. SAUNDERS, LTD.—offer:-

1951 Morris Minor saloon, blue with beige upholstery, recorded mileage 6,000; £565. 836, High Rd., N.12. Hillside 0024. [C2027]

DAGENHAM MOTORS, LTD.—offer the following car:

1952 Morris Minor 4-door saloon, £60 extras, 5,000; Park Lane, W.I. Regent 4866; 374, Ealing Rd., N.W.2. Tel. Gladstone 6303. [C2040]

H. SAUNDERS, LTD.—offer:-

1951 Morris Minor saloon, blue with beige upholstery, recorded mileage 6,000; £565. 836, High Rd., N.12. Hillside 0024. [C2027]

THE FORGE GARAGE, PETERSHAM, LTD.—offer:-

1949 Morris Minor tourer, one owner, excellent condition, but offers:-

THE FORGE GARAGE, PETERSHAM, LTD.—offer:-

1952 (May) Morris Minor 4-door saloon, spotless, for private sale; £600.—Box 4985. [C2056]

1951 (Des.) Minor, low mileage, heater; £555.—Mansfield Autos, Ltd., Euston 2587. [C5001]

1952 Morris Minor tourer, grey, maroon, 6,000 miles, in excellent condition, B.M.T.A. cond.

1950 Morris Minor saloon, grey, 11,000 miles, one owner.

EUSTACE WATKINS, LTD.—12, Berkeley St., W.I. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Finsbury 8181).

MORRIS Minor tourer, 1952, 5,500 miles, carefully driven, guarantee still running; sel. at invoice price.—Box 5021. [C2055]

1951 (August) Morris Minor 2-door saloon, total mileage 11,000, one owner, blue, in excellent order; £515.

L. YNE, FRANK & WAGSTAFF 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058]

1952 Morris Minor saloon, 15,000 miles, radio; bridge. Tel. 184, 10 a.m. to 7 p.m. [C1030]

1952 Morris Minor saloon, exceptional condition, small mileage, fitted heater and other extras.

1950 Morris Minor tourer, fawn, low mileage, good tyres, one owner; £410.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2036]

MORRIS MINOR

465 gns.—Morris Minor 1949 (registered 1950) saloon, black, one owner, exceptional condition; terms, exchanges.—Rowland Smith, below. [C4018]

425 gns.—Morris Minor November 1949 Tourer, used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C6041]

1949 Morris Minor saloon, i.h.d., green, one owner, spotless; £375.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Mendway 2288. [C4011]

1949 (Nov.) Morris Minor saloon, immaculate, latest front suspension; nearest £475.—15, Brockhurst Ave., Bursage, Leics. Brabage 379. [C7640]

1952 model Morris Minor tourer, black, red leather, 5,000 miles, srs. new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple 3338. [C4029]

1949 Morris Minor, very clean, full particulars on application.—Arthington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 7069. [C4018]

MINOR 4-door saloon, birch grey, new 15/11/51, £650; covers, mats and other extras, cos. £675, under 1,000 miles; accept £635.—Egham 2973 after 6.30. [C1074]

1951 (May) Morris Minor saloon, 6,000 miles, loose covers fitted, immaculate; £395.—9, Garret Lane, Wandsworth, S.W.18. Battersea 5770. [C7391]

1951 Morris Minor saloon, low mileage, heater, excellent condition, taxed to Dec. 1953; £515.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1950 Morris Minor black saloon, immaculate condition; £450 or nearest offer.—Okines 10, Fiddick Ave., Banstead, Surrey. Tel. Burgh Heath 1770. [C7552]

1949 Morris Minor saloon, showroom condition, reconditioned engine, one owner; £450.—Fred Tompkins Motors, Ltd., Ethel St., Northampton, Tel. 2189. [C7646]

1949 (December) Morris Minor tourer, black, one owner, brand new engine just fitted; £400.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3666. [C1076]

WALTER SCOTT, LTD.—1950 Morris Minor saloon, 10,000 miles, one owner; £495.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pte. 5014. [C4006]

PRIEST & CLARKE, LTD.—1950 Morris Minor saloon, in black, green or beige beige leather, all leather, one owner; £479; 1949 in maroon or green beige leather from £429; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C7552]

1933 Morris Minor saloon, in good condition, throughout; choice of four; £65 or drive or pay £100 down and insured for £50 balance 12 months; 40 cars always in stock; exchanges a specialty; callers only.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C7712]

EX-ROVERS condition!—1951 Minor saloon, guaranteed mileage 11,000, impeccably maintained, unblemished coachwork, interior; appearance, performance equal new, unique value; £950s; terms, exchanges, Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0067-9. [C7734]

TANKARD & SMITH, LTD.—offer 1951 Morris Minor open tourer, black with beige upholstery; speedometer reading 11,000, carefully maintained, immaculate condition; £495; three months' written guarantee; also 200 guaranteed used cars of all makes—194-1952. Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-5. [C4026]

Morris Minor Cars Wanted

CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [C1019]

MORRIS Minor up to 1949—Belmont Lane, Stanmore, Middlesex. Grimadyke 691. [C7645]

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [C1077-R]

WHY accept less for your Morris 10 saloon when you get its full market value from.

FERRARI'S OF CRICKLEWOOD, LTD.—200-220, Cricklewood Broadway, N.W.2. Gt. Western 2254. [C1020]

1935 Morris 10/4 de luxe saloon, black with brown leather interior, bodywork well above average, mechanically very good throughout; new parts now being fitted; £145.—TIME TO TRADE, Chalcots Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5595. [C4053]

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [C1077-R]

WHY accept less for your Morris 10 saloon when you get its full market value from.

FERRARI'S OF CRICKLEWOOD, LTD.—200-220, Cricklewood Broadway, N.W.2. Gt. Western 2254. [C1020]

1955—Morris 12 1955 Series 3 de luxe saloon, black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4058]

MORRIS EIGHTEEN

1936 Morris 18 saloon in really exceptional condition; bargain; £95.—Wembley Court Motors, High Rd., Wembley. Wembley 5787-8. [C4029]

B. J. HUNTER, LTD.—offer:-

1950 Morris Oxford saloon, one engine, one owner, £515.—HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2043]

BLUE STAR GARAGES, LTD.—offer:-

1950 Morris Oxford saloon, black, reconditioned as new, choice of 6 all guaranteed; £585-£615.—Fortune Green Rd., West Hampstead, N.W.8. Ham. 2211. [C4051]

BURGE & INGLIS (MOTORS), LTD.—Willesden 4868.

NEW, unregistered Oxford available, black, radio, part exchanges welcomed; hire purchase with pleasure—38-52 Dudden Hill Lane, N.W.10. [C4017]

1951 (Apr.) Morris Oxford saloon, black, brown leather, 10,000 miles, as new; £645.—W.J. BROWN, Ltd. Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1023]

1952 Morris Oxford sal. black, radio, heater, £4,000, 19,000 miles.—Jack Olding & Co., 8, North Audley St., London W.1. Mayfair 5242. [C1033]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

1950 Morris Oxford saloon, one owner, in first-class condition. £525. Tel. Guildford Rd., Woking. Tel. 1282. [C1076]

MORRIS Oxford 1951, 12,000 miles, black, cellulose brown leather, the ideal family car, in perfect condition. 520cc.—Cart Bros., Soho Garage, Soho Square, W.1. Tel. 6678. 9. [7762]

£495—1949 Oxford, 24,000 miles, fitted with heater, ex-coachwork and interior unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Tel. 2661. [C1081]

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford saloon, black, fitted heater, recorded mileage 14,000, whole car absolutely unmarked; £650.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025]

EPSOM.—The Woodcote Motor Co., Ltd., Morris Distributors, offer 1951 Oxford saloon, blue, ex-demonstration car, first-class condition; £675; New Oxford for immediate delivery; part exchanges, deferred terms. £1000. 1245-6. [7750]

Morris Oxford Cars Wanted

C**M**

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 5434. [1071/R]

R OWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10784/R]

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Brough), Ltd., Morris House, Chancery St., Slough, Bucks. [21429]

MORRIS SIX

1950 Morris Six, one owner, as new; £525.—A.Z. Motors, Palmerston Rd., N.W.6. Tel. 4723. [C1011]

1949 December registration Morris Six, first used since from new, brilliant red, protected underneath, tyres excellent, miles 27,000, removable head, clutch works at 16,000, extra fitted heater radio, loose covers, thermometer, radiator blower, etc.; property of company director; £615 or offers.—Box 4931. [7515]

Morris Six Cars Wanted

C**M**

THE CAR MART, Ltd., to wish purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 5434. [10675/R]

Morris Miscellaneous Cars Wanted

R

R OWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10979/R]

S LOCOMOTIVE, Ltd., Willesden 4669.

WE wish to purchase clean and genuine Morris cars.—58-52, Duddens Hill Lane, N.W.10. [104017]

M ORRIS wanted.—Smith's, 86 Chalk Farm Rd. [10241/R]

H ATTON'S of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp, in condition above average. [10798/R]

Morris Spares and Services

M ORRIS—Genuine spares and specialist repair service immediately available in the West End. S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932-8574. [C342/R]

B ARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Batham High St., S.W.17. [10521]

OLDSMOBILE

A CLAND & Tabor, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2, offer.—1949 (Dec.) Oldsmobile Rocket 98 saloon, hydraulic drive, grey upholstery, moderate mileage, superb order. [C1001]

1939 Oldsmobile 4-door, saloon, heater, radio, loose covers, maintained regardless of cost; £395. [C1002]

O LDMOBILE drop head coupe, March 1938, reconditioned, standard size, heater. £275. [C5064]

M ETCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C5064]

DISTRIBUTORE (RAWLENS), Ltd., Sales, service and spares.—Blindley Hee St., nr. Lingfield, Surrey. Tel. 350-1. [C1021/R]

1939 Oldsmobile 29hp saloon de luxe black engine overhauled, good tyres, smart car; £345. [C1021/R]

O LDMOBILE main dealers for London Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2 Lexington St., W.1. (Gerrard 8620). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7). [C1057/R]

Oldsmobile Cars Wanted

O EX GARAGES, Ltd., are interested to buy recent and old Oldsmobile cars. [C1022/R]

L EX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8620. [C1027/R]

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers, Wembley 8601-5903. [C4015/R]

DISTRIBUTORS (RAWLENS), Ltd., Blinley Heath, nr. Lingfield, Surrey. Tel. 350-1. Will buy post-war models at good prices. [C1013/R]

WANTED, radiator and shell grille, front wings, bonnet, or would purchase complete car if cheap. Compton 69, Westow St., S.E.19. Liv. 3362. [C10705]

Oldsmobile Cars Wanted

M AYNER MOTORS, Ltd.—Opel distributors; buyers all models; comprehensive range of spares; exchange engine and unit service.—1-6 Southampton St., Southampton. Tel. 3266/4934. [C1056/R]

95gns—Opel Cadet (December 1937) saloon, black, very good condition, choice of 3 Opels; terms exchanges, list; open 8-7 week-days and Saturday. Rowland Smith, Hampstead (Hampstead Tube). [C4018]

OPEL

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OPEL

1946 Opel drop head foursome coupe, guaranteed, £425; payments Oldfield, 366, Kensington High St., W.14. Wes. 6651. [C5029]

Opel Cars Wanted

R OWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10980/R]

PACKARD

L EONARD WILLIAMS & Co. (1940), Ltd.,

PACKARD Sole Concessionaires offer:—

A SELECTION of low-mileage post-war Packard cars; also those well-conditioned pre-war Packards.

L EONARD WILLIAMS & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [C1022/R]

1937 (July) Packard 8-cyl. 4-light saloon, black, spotless condition; £255.

H A SAUNDERS, Ltd., 326-350, Euston Rd., N.W.1. Euston 4511. [C1077]

PACKARD Super 8 7-seater limousine, 1936, in outstanding condition throughout, taxed year, private. [C1056]

L ATE Packard, r.h.d., 4-door saloon, 22,000 miles, one owner, £1,500.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensingon 4858. [C4028]

PACKARD de luxe convertible (late model), right-hand drive, power-operated hood, radio, very attractive car, in excellent condition; £695.—Taylor & Cray, 48, Kensington Court, W.8. Wes. 6015. [C7810]

1937 (July) Packard Super 8 Limousine, as new privately owned, 7 forward seats, occasional seats full inside body, cloth rear, leather front, any trial examination. £275. [C1024/R]

Packard Super 8 7-seater limousine, 1936, in outstanding condition throughout, taxed year, private. [C1056]

1938 (1st regd. 14.4.58) Packard Super 8 de luxe saloon, 8-cyl., 32.5hp, 9-bearing crankshaft engine, colour black with interior fitted maroon cushion cover, costing over £200. £1,000 per annum, taxed year, private. [C1055]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

BRACKLANDS: Individuality, new and used cars.

1952 Riley 2½-litre saloon, 7,000 miles.

1951 Riley 1½-litre saloon, 12,000 miles, heater.

103 New Bond St., London, W.1. Mayfair

8351-6. [C1029]

RIPCO, Ltd., offer three guaranteed mileage Rileys:

1952 (Sept.) Riley 1½-litre saloon, genuine mileage 975 only; £1,175.

1950 Riley 1½-litre saloon, radio, heater.

1950 (Oct.) Riley 1½-litre saloon, radio, heater, Ace Rimbushers, genuine mileage 5,250 only; £995.

1948 (June) 1½ Riley saloon, black, one owner since new; £650.

RIPCO, Ltd. (Riley Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C1052]

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:

1953 new 1½-litre saloon, grey/red, list price.

1949 (Aug.) 2½-litre saloon, maroon/red; £695.

1949 (Jan.) 1½-litre saloon, black/red, one owner; £695.

1948 (Aug.) 1½-litre saloon, black/red, one owner; £625.

73 79, Cadogan Lane, S.W.1. Sloane 4727. [C1048]

BEARTS of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 1070/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C1041/R]

1938 Riley 16/4, overdrive, outstanding condition, first taxed 1939; £375 o.n.o.—Tel. Regent 4648.

1950 Riley 2½ saloon, bronze, first-class condition; £750—Victoria 3652.

1952 Riley 2½-litre saloon, built-in heater, loose covers, mileage 5,900, like new; £1,350.—Brill, Elborough House, Corsham, Wilts. [C1051]

1932 Riley 9 saloon, 1934 engine, new tyres, excellent runner, taxed.—Fox, Amb 1271, 9-5; £60.—A. F. Fox, 21, Clifton Mews, S.W.1. [C1049]

TH E RILEY CENTRE, at 189-193 Pavilion Rd., Sloane St., S.W.1. (3 minutes' Sloane Sq. Tube). Sloane 8326, offer the following selected Riley cars:

—1936 Falcon 12/4 mechanically spot-on and a very clean car.

£150 —1935 series Monaco, manual box, reasonably sound, series engine, front wheel, front brakes, recently overhauled completely, all bills for inspection.

£155 —1935 Monaco in really lovely condition throughout, engine rebuilt by Laystalls, a scintillating performer and looker.

£135 —1933 Monaco, shooting brake, engine overhauled by Laystalls, £600.

£110 Riley 9 saloon, 1934, £60.

GOOD Rileys always in stock from £55 and always wanted to purchase.

17160

1952 (December) 1½-litre saloon, black, 900 miles, as new; terms, part exchange considered.—140, Golders Green Rd., N.W.1. Snedwick 0011. [C4004]

1948 (November) 1½-litre, black, 28,000 miles, 2 owners, good condition throughout; £600.—Hunter, 47, Otley St., Skipton, Yorks. Tel. 900. [C1761]

1953 Series Riley 1½-litre saloon, 2,500 miles, attractive price.—Green & Zone, Ltd., 246, 232, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C1028]

1952 (Aug.) 1½-litre saloon, 2,000 miles; £1,125.

or exchange for late P.4 Rover, cash adjustment—Roberts, 45, College Rd., North. Liverpool 7648.

1948 Riley 1½-litre saloon, black, red leather, immaculate, guaranteed; £650.—Silverthornes Motors, Ltd., 1013, Finchley Rd., N.W.1. [C4011]

£245 —Riley Adephi 15 saloon, 1937, immaculate throughout.—Forman Auto, 346-354 London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C1721]

1935/6 Riley 1½-litre sports saloon, really clean, £175.—G.P. (Bulham), Ltd., 2c, Bulham Hill, S.W.12. (100 yds Clapham South Tube.) [C1024]

1947 2½-litre Riley saloon, black, brown leather, immaculate, any examination.—Seymour & Clements, Ltd., 98, Watford Way, Hendon, Middlesex. Tel. 44007. [C10407]

£444 !! Riley 1½-litre, prototype of post-war chassis, with special four-spoke drop head coupe bodywork, undoubted specimen condition, and just as a Riley should be.—Below.

£222 !! 1956 Riley 1½-litre special engine, late vehicle, fully entitled to many extra, undoubtedly in magnificent condition and tremendous value at this price; 3 months' guarantee; hire purchase exchanges.

LAMBS, Finchley Showrooms, N.12. Fin 221. [C1052]

CAMDEN MOTORS, Riley 2½-litre saloon, 1940, basically the same as post-war series, late property fastidious gentleman, hills available for extensive and perfect mechanical overhauls; £295.

CAMDEN MOTORS.—Riley 1½-litre, 12hp Nuffield

saloon, 1940, a most desirable car, very modern body styling and engine similar to 1947 model, excellent black finish, original interior, leatherette, delightful and most economical performance; £295.

CAMDEN MOTORS.—Riley 1½-litre saloon, 1947, one fastidious owner since new, this car has been carefully maintained, and is definitely one of the very best we have ever handled; £275.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055]

1949 Riley 1½-litre saloon, black with red leather, one owner, good condition throughout; £695.—Gibson's Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 17410. [C1010]

1946 Riley 1½-litre, almond green with green leather, in outstanding condition throughout; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014]

RILEY

MAYFAIR COUNTRY CARS offer Riley 2½ Roadster, superb condition, one owner, recorded mileage 13,500, £750; exchanges, terms.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C5008]

1948 (October) Riley 1½-litre saloon, black, an unusually good example throughout; £625; many others; exchanges, deferred terms.—John S. Cruttell, Ltd., 175, Westbourne Grove, W.11. Bay 1274. [C4035]

ROYS for Reliable Rileys.—1937 Monaco, £225; 1935 Lynx 9 sports 4-seater, £195; 1935 Monaco, £165; 1933 Monaco, £125; all above average, terms and exchanges.—Rois Automotives, Ltd., 127, Parkway, Euston 2700 and 8994. [C1059]

165 gns.—Riley 1½-litre Merlin saloon, black, very good, heating, new red leather, preselector, good tyres, very good condition; terms; exchanges; list open 9 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1938 1½-litre Kestrel, black/red, recent extensive reconditioning, rare 28K series model, in exceptional condition throughout; £225; Riley 9hp in comparable order considered part exchange.—Major Richmond, Wigfall Hall, St. Asaph, Flintshire. Trefnant 232 evenings. [C760]

Riley Cars Wanted

C

MTHE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 5434. [C989/R]

ROYAL SMITH'S, the Riley buyers.—Hampstead High St (Hampstead Tube). Ham 6041. [C983/R]

1947 9½ Riley 1½-litre saloon wanted, one owner; must be perfect.—Box 4980. [C760]

1935 Riley Kestrel 12/4, reasonable price.—Thornhill 15 ton, 65, Fulham High St., S.W.6. [C7608]

REQUIRED immediately, good Riley.—O. Edwards, Avenbury Lane, Harpenden, Herts. Tel. 118. [W2000]

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold Et., Liverpool, 1. Tel. 2011. [C7735]

PRIVATE buyer wants post-war 1½-litre Riley; £600 for low mileage; no dealers.—8, Hayton St., Knutsford. [C7624]

PERFORMANCE CARS, urgently require Riley's.—Great West Rd., Brentford, Middlesex. Ealing 841: or—

107 New Cavendish St., Great Portland St., W.1. [C3041]

CHILTERN CARS urgently require Imps, Sprites and Kestrels.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045]

CLARKE & SIMPSON, Ltd., best buyers of really well-kept post-war Rileys.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [W1046]

C. A. PETO, Ltd., 2, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May 3031. [W3043]

URGENTLY required 1946-52 Riley 1½-litre saloons.—Gibson's Sports Cars (Christchurch) Ltd., 128, Burd Rd., Christchurch, Hants. Tel. 1681. [C1285]

H. F. EDWARDS urgently require Riley for immediate cash; distance no object.—Details, please, to 200, Gt. Portland Et., London, W.1. Langham 0012. [W2003]

Riley Spares and Services

FRANK L. HALL OF MAIDENHEAD

SPECIALISED knowledge and personal supervision of Riley sales and service; guaranteed satisfaction.—Tel. Maidenhead 713. [C1750]

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [C4072]

HARTLEY'S for Riley's, spares and service.—163-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [C246 R]

AROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [C028/R]

ERT NEATE, Shambelhurst Lane, Botley, Southampton, specialized Riley service; large stocks of spares, prompt attention.—Enquiries to Botley 132. [C1060/R]

JAMES (LONDON) LTD., carry the largest stocks of Riley spares in the country; special equipment for mounting and racing repairs.—Carvers Lane, Highgate Rd., London, N.W.5. Gul 5446. [C1022 R]

RILEY distributor for 29 years—Comprehensive list of spares; quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. 18636

ROLLS-ROYCE

JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentleys; please write for stock list.

EXAMPLE—12-cyl. PHII 7-passenger limousine by Park Ward, recently completely overhauled by R.R. Ltd., at cost of £900; ideal car for a Lord Mayor, City Year or Company Executive. tax £12/10 pds. £1,150.

BERKELEY Square, London, W.1.

TEL. Gros 6811 or May 7444. [C1067/R]

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 9474 (5 lines)

WARWICK WRIGHT, Ltd., offer:—

1950 Rolls-Royce Silver Wraith Park Ward sports saloon, radio, grey, 26,000 miles; £5,075.

1950 WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ROLLS-ROYCE 1½-litre Riley leather, in outstanding condition throughout; £1,000.—Gibson's Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 17410. [C1010]

1946 Riley 1½-litre, almond green with green leather, in outstanding condition throughout; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725/5870. [C1014]

ROLLS-ROYCE 2½-litre, 1950, 7-passenger limousine, leather upholstery throughout, face forward seats, in good running order, guaranteed; £1,650.—Compton 69, Westow St., S.E.19. Liv. 3362. [C1065]

ROLLS-ROYCE 2½-litre GPO series, by H. J. Mulliner, sports saloon, radio, heater, new condition; £1,750.—Frank Dale, 27, Hereford Square, Kensington, S.W.7. Fremantle 5789. [C1066]

ROLLS-ROYCE 2½-litre, 1950, 7-passenger limousine, leather upholstery throughout, face forward seats, in good running order, guaranteed; £1,650.—Compton 69, Westow St., S.E.19. Liv. 3362. [C1065]

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R</

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

1937 Rolls-Royce Phantom III Hooper close-coupled saloon with division; £650.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons. Also limousines, at specially low prices.—Claude Burgoine & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7644.

ROLLS-ROYCE Phantom III sedan, by Gurney Nutting, August 1937, complete Rolls, history from new, 50,000 miles, model 25, and tax paid, this is a really outstanding model of these elegant cars. [C3064]

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.3. Fremantle 5471. [C3064]

1937 Rolls-Royce Phantom III limousine, full face forward occasions, 60,000 miles, faultless condition; £775.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Park Ward Limousine, black, low mileage, excellent condition, reasonable offers invited.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Tel. 5914. [C3065]

HEARNES Deluxe 1932 Coachwork Phantom III, open top, 4-door 6-seater, executive equipment. (Detailed description under Hearnes). Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006/1]

ROSE & YOUNG, Ltd., offer: 1938 Rolls-Royce Wraith Park Ward limousine, swept tail, exceptionally good condition, £1,050.—65-69, Streatham Hill, Streatham Hill, S.W.8 (1 minute Streatham Hill Station). Tulse Hill 6464.

1936 Rolls-Royce 25/30 razor-edged Sedanca de Ville by Windover, a magnificent-looking car in black with basketweave finish on rear quarters and doors, very good condition, £275.—Clarke of Pirbright, Officially Appointed Rolls-Royce Retailers, Pirbright, Surrey, Brookwood 2201-2. [1951]

1951 Rolls-Royce Silver Wraith, Freestone & Webb, 4-door 6-light saloon with electrically operated division, black with beige leather upholstery, radio and heater to front and rear compartments, cocktail cabinet, piano table, fitted armchair, purple glass, rear quarter, leather seats, miles 10,000, superb car; £5,500.—White Box M.615, Willing's, 362, Grays Inn Rd., London, W.C.1. [1954]

A & S display selection 12 Rolls-Royce Limousines, moderate mileages. (Competitive prices). Below

LIMOUSINE 1935 25hp Thrupp-Hooper, leather partition, black, 7-forward, superb. £695.

LIMOUSINES 1937/30hp Thrupp also Hooper, 7-forward, partition, swept tail, reasonable mileage, black, leather, £690.

LANDAULET 1937 30hp Barker, partitioned, 7-forward, swept tail, black, beautiful order, opportunity. £1,125.

WRAITH 1939 Thrupp Limousine, partition, 7-forward, occasional, black, carefully maintained. £1,360.

LIMOUSINE 1937 Phantom III Park Ward, partition, forward occasions, swept tail, black, excellently maintained, mileage 55,000, exceptional. £1,175.

PARK WARD 1937 30hp Phantom III (cold tappets). Windover, partition, forward occasions, swept tail, magnificent carriage.

ALP & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair 2941. [C1006]

Rolls-Royce Cars Wanted

C
M
THE CAR MART, Ltd. wish to purchase Rolls-Royce cars—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 5434. [C0970]

J MARSHALL

WANTED. Rolls-Royce 22, 22 and 20/25, all types of coachwork, any condition.

J MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569.

ROWLAND SMITH'S, the Rolls-Royce buyers—Hampstead High St. (Hampstead Tube). Han. 6041. [C1084/R]

A & S always purchase 25/30 Saloons with boot, and 25/30 Limousines.

A & S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006]

PERFORMANCE CARS, urgently require Rolls-Royce—Great West Rd., Brentford, Middlesex, Ealing 2841; or—

107 Museum 8221. [C3041]

JACK OLDING, Official Retailers and Repairs are interested in the purchase of good used cars—Audrey House, North Audley St., W.1. Mayfair 5242. [C3030]

1935-6 20/25 and 1936-7 25/30 sports saloons required in undoubted condition. Reasonable price paid for the right cars.—Basingstoke Motor Co. Ltd., Basingstoke. [C1012]

THE SOUTHERN MOTOR Co., is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [C1940]

CHALES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [C597/R]

ROLLS owners, it will pay you to contact Buckland Body Works, Ltd., Buntingford, Herts. If you are contemplating repairs or renovations to coachwork; complete retrim, reline, general attention all round, more than keen estimates; purchases considered. [7818]

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars; servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines).

Rolls-Royce Spares and Service

CHALES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [C0814/R]

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, reconditioned and tank tested, this is a really outstanding model of these elegant cars. [C1030/R]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [C064/R]

ROVER 10

£115—Rover 10hp 1935 saloon, very sound, clean all round condition. Worthing 587 (9-5.30 p.m.). [C1025]

1939 Rover 10 saloon, black with brown leather interior, similar in appearance and condition to many 1946 series, a fine example of this scarce model. £545.—Grove Garage and Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [C2029]

225—Rover 10, 1938 de luxe saloon, black, leather interior, excellent condition, £1,125. terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

ROVER 12

GATEHOUSE MOTORS offer:—

1938 Rover 12hp saloon, black, in excellent condition throughout; £545.—Gatehouse Motors, Ltd., Highgate House, London, N.6. Mou. 5441. [C2021]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1946 Rover 12 saloon, black, excellent order, 3 months' guarantee; £495.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1939 Rover 12hp saloon, finished green with green leather interior, 1939, 12,000 miles, in excellent condition which has done only 5,000 miles; 2 owners; good history and well maintained; £315.—Ratcliffe (Purley Way), Ltd., Purley Way, Croydon. Croydon 3678-9. [C775]

ROVER 14

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 Rover 14 4-light sports saloon, very nice condition; £275.—Wadford Way, Hendon Central, N.19. Tel. Hendon 8045. [C2024]

1937—Rover 14 saloon, magnificent, guaranteed; £260. Tel. 1519. [C4058]

TANKARD & SMITH, Ltd., offer 1936 Rover 14 saloon, finished in grey, recently resprayed, an excellent runner; £150.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025]

A original one private owner 1936 Rover 14 saloon, A superb condition; £175; terms and exchanges—Royal Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8694. [C3025]

295—Rover 14 1937 de luxe 4-door saloon, black, sliding head, brown leather, wood veneer, black discs, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£295—Genuine 1938 Rover 14 saloon de luxe, excellent mechanically, black cellulose and interior, brown leather dashboard, this car fetched nearly £700 a year ago—Norman Autos, 346-354, London 186-194. Pinner Rd., Harrow. 4444. [C3025]

ROVER 16

HENLYS, Ltd., offer:—

1946 Rover 16 6-lt. sun saloon, black with brown leather, in beautiful condition and recently serviced by Henlys, England's largest Rover distributors; complete car, running in excellent condition; guarantee of 6 days' free trial; price £645. n.p. available; full list by return post.—Euston 4444. [C1921]

1947 Rover 16, one owner, hester, magnificent condition; £525.—Value Cars, 362, Upper Richmond Rd., S.W.14. [C1732]

£645—Rover 16hp saloon, 1948, late property, fastidious professional gentleman and in excellent condition throughout; complete engine overhauling (will fit to 20 available); coachwork and interior literally superb.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1035]

£345—Rover 16 sports saloon, 1936, unblemished, many popular features; leather, radio, special steering, tan, owner most fastidious, must be seen and tried—Norman Autos, 346-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [C772]

1947 (May) Rover 16 light sliding roof saloon, black, maroon loose covers, H.M.V. push-button radio, heater, new engine fitted, done 4,000 miles; complete respray; new Dunlop Fours, two owners only; the whole car in original blend new condition; a real exception; £525.

MECKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C5020]

1947 (October) Rover 16 saloon, finished in unblemished black with superb maroon leather interior and covers to match, in excellent condition, unmarked, this car is fitted with many extras, including H.M.V. push-button radio, heater, Note chrome plasmato, all excellent tyres taxed, a superb and most attractive example of these fine cars, literally in 1951 condition, £700. Tel. 2041.

MAINSTONE ENGINEERING Co., Cross St., Pendleton, Saltford, G.6. Manchester Pen. 5457. [C5000]

ROVER 60 & 75

H. BEART & Co., Ltd., offer:—

1949 (March) Rover 75 saloon finished in black with great upholstery, heater, H.M.V. radio and in superb condition throughout; £625.—102, London Rd., Kingston-on-Thames. Tel. 3345. [C776]

ROVER 60 & 75

HENLYS, Ltd., offer:—

1951 Rover 75, black with green leather upholstery, one owner, low miles, in beautiful condition throughout, £625.—102, London Rd., Kingston-on-Thames. Tel. 3345. [C6929]

CHALES FOLLETT, Ltd., offer:—

1948 Rover 75 sal., black, H.M.V. radio, heater, 18,000 miles, very well kept car; at present being serviced; guaranteed; £615.

18—Berkeley St., W.1. Mayfair 6266. [C2010]

OFICIAL Le-France Service Station, Barnsdale Hall, York, off Eagn Ave., W.9. Cunningham 5936. [C2010]

1949 Rover 75 saloon, colour black, grey leather, excellent condition throughout; £700.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C9038]

1951 Rover P4, black, red leather, one owner, outstanding condition; £1,050.—Odeon Motors Ltd., Barnes 4100. [C9026]

1950 (Sept.) Rover P4, black, green leather, 14,000 miles; £995.—Cox's Motors 11-15 Conduit St., Leicester 60319. [C1059.1]

1952 (August) Rover, green-grey leather, guaranteed 6,200 miles, indistinguishable from £1,600 o.n.o.—Codsall 246. [C7618]

1948 Rover P3 75 saloon, black, grey leather, radio and heater, 20,000 miles; £1,225.—Cox's Motors 11-15 Conduit St., Leicester 60319. [C1059]

1948 Rover 75, immaculate condition, fitted with radio and heater; £650, offers considered; reason of sale, death of owner.—Box 4781. [C7250]

1952 (August) Rover P4 saloon, black, embellishers, 3,000 miles; £1,295.—Jack Olding & Co. S. North Audley St., London, W.1. Mayfair 5242. [C3050]

£695—Rover 75 saloon, 1948, fitted H.M.V. radio and built-in heater, black with grey leather upholstery, carefully used and in outstanding order.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055]

1948 Rover 60 saloon, 22,000 miles, black, grey leather, heater, excellent condition—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029]

1948 Rover P5 saloon, black, green leather, seat covers, Fram, etc., new battery, bin 1813/4. [C7895]

1951 Rover P4, first regd. Dec. 1950, colour black with grey leather upholstery, 6,000 miles only, faultless condition; £1,075.—Brown & Mallalieu, Ltd., Rover Main Dealers, Blackpool. Tel. 23222. [C7790]

ARCHIE SIMONS & Co., Ltd.—1950 Rover P4 saloon, colour dark green, grey leather upholstery, heater, radio, new, nominal miles, fastidious owner since new, in excellent condition throughout; £975.—94, Gt. Portland St., W.1. Lan. 1343. [C4015]

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 5 months' specific guarantees—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexander Rd., Wimbledon 0165.4. [C1140]

THE Land-Rover Specialists, Harvey Hudson, Ltd., offer:—

1951 Land-Rover, 11,300 miles; £450.

1949 Land-Rover, 16,700 miles; £345.

HIGH Rd., South Woodford, London, E.18. Tel. Wanstead 0056. [C2038]

GUY ALFREDS & Co., Ltd.—1949 Land-Rover, small miles, privately used.—6-7. Warren St., W.I. Euston 3268. [C1005]

7000 miles—Land-Rover, 1950, detachable side panels, 4x4, unruled; £450. h.p. and ex-Changes—Rover Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8694. [C5059]

295 miles—Land-Rover, 1951, dark green, hood perspex side panels, 4x4, unruled; £450. h.p. and ex-Changes; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)

HENLYS, 385, Euston Rd., N.W.1. (Euston 4444)

EPORTS st.:—

MANCHESTER (Blackfriars 7645)

BRISTOL (Bristol 21326)

BOURNEMOUTH (Bournemouth 6314)

NORTHAMPTON (Northampton 07)

CAMBERLEY (Camberley 77)

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley 0081)

GREAT West Road (Ealing 3477)

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd. England's Leading Motor Agents. [C029 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Miscellaneous Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 5434. (C1071/R)

ROWLAND SMITH'S the Rover buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (C1085/R)

COONBS & SONS (GUILDFORD) Ltd.

URGENLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62937. (C1042/R)

ROVER P3 or P4 wtd. privately—635, Durham Rd., Gateshead-on-Tyne. Tel. 75532. (C1072)

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (C1073)

ROVER saloon wanted, 1940 or post-war model.—Gordon Woodstock, 48a, Drewsteed Rd., E. 5. Tel. Streatham 6638. (C1040/R)

ALBERT FARRELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. (C215)

HE F. EDWARDS urgently require Rover for immediate cash; distance no object.—Details, please, to 200, Gt. Portland St., London, W.1. Langham 0012. (C1020)

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, Thur. 1222. Main Rover dealers for Croydon. (C1021/R)

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. (C1047/R)

BARKING.—For full stocks of spares and genuine service for Rover owners come to Alton Garage, Ld. 105-7, Longbridge Rd., Barkings. Tel. Rivington 1285. (C1018/R)

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (C1055/R)

SINGER

JACK ROSE, Ltd., offer:—

1951 Singer 9 roadster, absolutely as brand new, mileage 5,000; accept £245.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. (C1056)

£145—Singer 10 Le Mans 2-seater, 1954, fitted Ford 10hp engine.—Tel. evenings Eltham 6566. (C1027)

195 gns—Singer Super 10 1939 de luxe saloon, black, sliding hood, green leather, very good condition, terms, exchanges.—Rowland Smith, below.

245 gns—Singer 9 1939 sports roadster, black, red leather, glass sidescreens, unown spare, very good condition; terms, exchanges.—Rowland Smith, below.

495 gns—Singer 9, November, 1951 (1952 Series) 4 AB sports roadster, pastel green, fawn upholstery, IPS, one careful owner, small mileage, good tyres, original spare unused, almost new condition, terms, exchanges.—Rowland Smith, below.

1951 4 A.B. 9hp roadster, blue, mileage 8,100, immaculate; £355.—H. A. Saunders, Ltd., 144, Golder Green Rd., N.W.11. Speedwell 0011. (C1004)

1949 SM 1500 saloon, low mileage, one owner, leather upholstery, delightful condition, written guarantee; £465.—London Cars, 592-6, Greenwich Rd., Greenwich, Middlesex. Waxlow 2643. (C2057)

MANCHESTER, South Lancashire, North Cheshire: specialised sales, service and spares facilities.—Markers, Ltd., Distributors, Bury New Rd., Bury. Tel. 4042. Dennis, Manchester. Dennisgate 4507. (C1039/R)

WALTER SCOTT, Ltd., 1951 model (October 1950), Singer 1500 saloon, green, heater, nominal mileage, excellent throughout; £525, terms, exchanges.—59, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Tel. 5914. (C4006)

SM 1500, November, 1952, registration, 1952-3 model, black, with red leather, 4 seats, diecast metal, Rimini-style screenwash, 2,500 miles, £850 or best offer.—G.atty & Sons, Ltd., Ellin St., Sheffield, 1. Tel. 25202/3. (C1760)

1947 (September) Singer 9 sports 4-seater, just fitted works reconditioned engine and completely resculptured in British racing green, this car is literally unblemished and has a really excellent performance; £550; terms, exchanges.—Maidstone Engineering Co., Cross St., Pendleton, Salford, 6 Manchester. Pen. 3497. (C9000)

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (C1086/R)

Singer Spares and Service

RECONDITIONED units and spares—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 42091-2. (C1024)

AUTOMENDERS, Ltd., are specialists in Singer service & overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (C1074/R)

GORDON CARS (LONDON) Ltd., the London Singer distributors, for spares, repairs and service.—St. Albans's Lane, Golders Green, N.W.11. Speedwell 4701. (C1060/R)

ALLENS OF BRISTOL—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. (C1029)

SPORTS CARS

SIMMONS for all sports carriages, including Alfa Romeo, Bugatti, Mercedes, Bentley, Hispano, etc., etc., constant selection of Rolls 20 and Replicas. (C1012)

SIMMONS, 12, Rex Place, Park Lane, W.1. Grosvenor 2635-1158. (C1012)

SPORTS CARS

CHARACTER CARS

CORDIALLY invite you to visit additional premises in Croydon where a selection of exotic vintage and other cars of quality is available for examination and where our specialist repair and reconditioning, cellulose, panel beating and trimming facilities provide a complete, knowledgeable and enthusiastic service for the discrimination and driving pleasure.

124 12a, Haydon Rd., S.W.19. Liberty 7677-8. Wellesley Court Rd. (George St.), E. Croydon, Croydon 2555. (C1044)

MERCURY offer:—

The highest possible price for good sports cars; if you have one for sale, especially M.G.s, please contact our representative who will call anywhere at your convenience to view, write, telephone or call, giving full particulars and prior appointment.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. (C1013)

B & G. MOTORS offer:—

£155—Singer 9 Le Mans 2-seater, in pale green, immaculate bodywork, terrific performance, twin spares, new tank, new diff, £155. (C1045)

£130—Bentley 15 9hp 3-litre short chassis Red Label open speed-model 4-seater, British racing green, excellent mechanically, very fast, £12/10 tax.

£105—Austin 750cc Ulster-type 2-seater, outside exterior, very fast, £105. (C1046)

£90—Wolseley Hornet open sports 4-seater, fitted Ford 10 engine and gear box, really hot-stuff little car.

£80—M.G. 8hp open sports 2-seater, green and red, a very smart little car, taxed, remote gear control, sound hood, a little snorter.

£79—Avon Special 9hp open sports 2-seater, a really pretty and reliable little sports car, not terribly fast, but most economical and delightful to drive.

TERMS, many others.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (C1019)

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

VINTAGE AUTOS offer:—

AUTO UNION 3½-litre drop head coupe, first reg. '49. (C1058)

ALVIS Aerodine saloon, rebuilt and re-registered 1950, £1,600. (C1059)

ALVIS Speed 20 saloon, £250 overhaul; £225.

ALVIS 12/30 roadster; £100.

BENTLEY 3-litre 4-seater tourer; £150.

CITROËN 1937 2½-seater sportsman's fixed head coupe, engine and steering, etc., just rebuilt; £225.

LAGONDA 1934 4½-litre sportsman's saloon, new engine just fitted (choice of 2); £245 and £265.

M.G. 1939 2½-seater's saloon; £335.

M.G. terms on any car.

CHOICE of fifty other cars for the enthusiast from £50.

OPEN till 8 p.m. for inspection 7 days per week.

VINTAGE AUTOS, 66, London Rd., Tooting, Tel. Mitcham 3951. (C1039)

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUSTIN utility, £25; Austin taxi, £25; Armstrong 20, £45; Commer 10 van, £45; Citroën 12, £75; Delage D.8, £75; Daimler 15, £125; Ford 8, £25; Hillman 10, £25; Jowett 10, £25; Standard 10, £25; Morris 9, £75; Morris 12, £65; Pontiac utility, £75; Talbot saloon, £55; Riley Alpine, £45; Riley 9, £35; Rolls-Royce saloon, £95; Rover 10, £55; Standard 12, £45; Singer 9, £125; Talbot 14, £55; Vauxhall 12, £95.

IMMEDIATE insurance and easy terms on all cars, part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. (C1041)

1929 unknown Ulster Lea-Francis 23mpg 80mph.

as original, 30-gal. tank, £10 or offer.

March, Seale Hayne, Newton Abbot, Devon. (C1042)

SPORTS CARS

PERFORMANCE CARS

WINDMILL GARAGE, Great West Rd., Brentford Middx. Ealing 861. ONLY 5 minutes from Northfields Tube Station Piccadilly or District Underground. WEST END Show Hall, 107, New Cavendish St., W.1. MUSEUM 8221.

PICK your choice from the largest sports car show in Britain.

COMPARE all the different models, over 100 cars plainly marked with year and price.

WRITTEN guarantee; immediate delivery & insurance.

ALFA-ROMEO 2.6-like 2½-litre Carlton coupe, 1934. £395. (C1043)

ALFA-ROMEO 17/50 James Young coupe, 1939. £245. (C1044)

Allard J 2½-litre, Ardun heads, new unit, £795.

Aston Martin 1½-litre, 4-seater, £245. £195.

Aston Martin 1½-litre, 2-seater, £195. £265.

ASPEN Speed 20 D.P. tourer, 1934. £145. (C1045)

BENTLEY Red Label 3-litre Barker tourer, 1927. £125. (C1046)

BLAUPUNKT 2½-litre, 2-seater, £125. (C1047)

DAIMLER 2½-litre Mulliner saloon, 1936. £195. (C1048)

FIAT 500 cabriolet, 1939. £245. Fiat 1100 sports saloon, 1939. £245.

FIAT 500 Cabriolet, 1938. £225. Frazer Nash-B.M.W. 4½-litre, 1938. £195.

HOTCHKISS 2½hp Paris-Nice coupe, 1937. £525.

Hillman 14 4½-litre saloon, 1938. £195.

AGONDA 3-litre V.D.P. tourer, 1951. £145. Lazonda 4½-litre sports saloon, 1935. £145.

AGONDA 4½-litre Rapide tourer, 1955. £295.

Lagonda 4½-litre V.D.P. tourer, 1934. £295.

MORRIS 12/4 10hp d.h. coupe, 1939. £295.

MERCEDES-BENZ 500K Type B cabriolet, 1935. £425.

MERCEDES-BENZ 500K Type B cabriolet, 1935. £425.

M—See large selection under M.G. column; try us for spares and repairs.

ILEX 1½-litre sports 2-seater, 1935. £195. Riley 15/6 1½-litre de luxe saloon, 1936. £145.

ROLLS-ROYCE sports tourer, fitted late body on 1921 Ph. I chassis, specimen. £295.

ROLLS-ROYCE Ph. II owner-driver saloon, 1930. £295.

ROLLS-ROYCE 20 2½-seater by Watson, specimen, 1923. £225.

STUDIEBAKER Commander 2½hp 6-cyl. d.h. 1938. £245.

TRIUMPH 1½-litre, 2½-litre, 3½-litre, 1937. £195. Talbot 75 3½-litre, 1938. £225.

TALBOT 105 V.D.P. tourer, 1936. £245. Talbot 14hp d.h. 1936. £145.

WOLSELEY 14 4½-litre saloon, 1939. £275. Wolseley 12 saloon, 1937. £195.

WOLSELEY 12/4 4-seater, 1937. £225. Wolseley Hornet 14hp 2-seater, 1936. £125.

PERFORMANCE CARS

(C1041)

ROWLAND SMITH'S for sports cars.

495 gns—Singer 9, November 1951 (1952 Series) 4 AB sports roadster, pastel green, fawn upholstery, IPS, one careful owner, small mileage, good tyres, original spare unused, almost new condition, choice of three 4 AB; terms, exchanges.—Rowland Smith below.

425 gns—M.G. Midget, December 1949, 11hp TC 2½-seater, metallic blue, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below.

425 gns—Morgan 4/4, late 1950, up sports 2-seater, blue, green, cream, grey tyres, 4 unused spares, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns—Frazer Nash-B.M.W. late 1956 Type 45 (1957 16½-litre engine), conversion spec., open black, red leather, to draw, good tyres, care used, exceptional condition; terms, exchanges.—Rowland Smith, below.

195 gns—B.S.A. Scout, late 1953 Series 6, 10hp sports 2-seater, green, cream, white, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

175 gns—Austin 7, 1956 Nippy sports 2-seater, green, very good condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). (C1042)

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:—

ALPHA-ROMEO 6c/2500 post-war type Superleggera, streamlined r.h. coupé, as new; reg. 1948.

ALPHA-ROMEO 8c/17.50 October, 1954, most attractive Castagna fourseal d.h. stored 15 years.

AGGONDA 4½-litre sports 4-seater, first-class chassis, body fair.

MERCEDES 170V model, r.h.d., sports saloon; extensive Mercedes overhaul; immaculate.

MERCEDES 500K 1959 model 2-seater drop head, ivory beige leather, radio, etc.; most attractive car.

M.G. 1½-litre Tickford coupe, silver, black leather, excellent, extras; immaculate.

ROLLS-ROYCE 2½hp 1932-5 series Whittingham & Mitchell 4-door sports saloon, tan leather, immaculate.

OVER 12, registered April, 1948, sports tourer, as new.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fixman 0052-7255-54. (C1046)

APPLETON special and all spares; £550.—Anthony Crook, Tel. Caterham 2232-3. (C1063)

£165—2-litre Lagonda tourer, low chassis, P.190's, cycle type wings, new hood and screens, immaculate appearance.

£145—2-litre 16.95 Alvis tourer, perfect specimen, original creases, P.190's, new tyres.

£125 chassis, wonderful performance and road holding.

£105—6th series Lancia tourer, sound all-weather equipment, leather has not been cut.

FULLY equipped H.P. terms, part exchanges; sport cars wanted, all makes.

ALTON GARAGE (BAYSWATER), Ltd., 17-19 Brook Mews North, Paddington, W.2. Pad. 3962. (C1062)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

1952 Ferrari saloon.—See under "Ferrari." [C1050]

PERFORMANCE CARS (West End Branch), 107, New Cavendish St., W.1 (Museum 6227) offer:—

A LFA-ROMEO 25 litre saloon, 1937, £295. Alvis 20 d.h. tourer, 1933, £145.

A LFA-ROMEO 2.6-litre s.c. Carlton coupe, 1934, £355. 2.3-litre Pininfarina coupe, 1939, £355.

A LFA-ROMEO 17/50 James Young coupe, 1934, £295.

A LFA-ROMEO 17/50 James Young saloon, 1934, £295.

A LAGONDA L.3 45 sports saloon, 1937, £355. Lagonda 4-litre V.D.P. tourer, 1934, £295.

A LAGONDA 5-litre sports saloon, 1931, £145. Lagonda 5-litre V.D.P. tourer, 1931, £145.

MERCEDES-BENZ 500K type B cabriolet, 1938, £575. 500K type A cabriolet, 1935, £495.

MERCEDES-BENZ 500K type B cabriolet, 1935, £525.

Morgan 4/4 10hp d.h. coupe, 1939, £295.

M.G.—See large selection under M.G. column; try us for spares and repairs.

OVER 1000 Sports cars wanted, £125. Riley 15/6 Alpine saloon, 1936, £145.

1950 Philpot Special comprising Austin 10 4-seater tourer fitted Ford Prefect engine and gear box, £255 or £25 deposit.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

£150 Austin/Ford reconditioned engine, new gear box, clutch transmission, Girling, dropped into attractive 2-door, 2-seater body, hood/tonneau, fast reliable and economical.—Box 4992. [7683]

BUCKLER—Ford 10 special, built and maintained by works extras including 2.8-litre, 4-brake manifolds, eight windows, etc. Two seats, leather head, good hood, leather upholstery, perfect condition throughout, £450, o.n.o.—Worsley, Burghfield Common, 115. [7547]

A MILCAR supercharged 1.100cc twin c.c. 6-cylinder sports racing car, ex-Finch Hern; this well-known car offered ready to race at £425; also several other sports cars in stock.—Richards & Brown, Ringers Rd. off High St., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049]

Sports Cars Wanted

R OWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10987/R]

PERFORMANCE CARS urgently require Sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841; or 107, New Cavendish St., Great Portland St., W.1. [FW301]

UP to £200 offered for J.B.M., Railton light sports or similar; might consider professionally built V.8 or Hudson-engined Special—64, Danycoed Rd., Cardiff. [7784]

C HILTERN CARS are buyers of any interesting sports cars and urgently require an SS 100, Riley Imp and Sprite, Meadows H.R.G. T and VA-type M.G., G.P. Busatti, Lancia Aprilia, etc.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2666. [W1045]

Sports Cars Spares and Services

A UTOENDERS, Ltd. are enthusiastic repairers, tuners and modifiers.—Autoenders, Ltd., Lowther Garage, Ferry Rd., Barnes S.W.13, Riverside 5033. [C753/R]

A SPECIALIZED service offered to racing and sports car owners for better performance, increased cooling, and even heat distribution, have your cylinder head copper-plated (copperised) by technical experts.—Farm Repairs, Ltd., Fisher Gate, Nottingham. Tel. 4518. [C1015]

STANDARD 8

SIMPSON'S (Edgware).

STANDARD 8 saloon, 1948, recon. motor, £275.

SIMPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware, Tel. 5366 and 7070. [C3014]

BOON & PORTER, Ltd.

1948 Standard 8 coupe, black/brown, 20,000 miles, almost new, one owner; £395.—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 2444. [C1022]

B. J. HUNTER, Ltd., offer:—

1948 Standard 8 saloon, excellent condition through-out; £325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. [C2040]

BLUE STAR GARAGE, Ltd. offer:—

1947 (September) Standard 8, a very nice car; £300—63 Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031]

295 Standard 8, late 1948 4-seater, grey, excellent condition, terms, exchanges.—Rowland Smith, below.

295 Standard 8 November 1948 saloon, black, sliding head, radio, unworn tyres, excellent condition, terms, exchanges.—Rowland Smith, below.

165 Standard 8, 1939 four-door droptop coupe, black, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£160 or £80 down.—1940 Standard 8 saloon, engine, £100. Gear box overhauled.—7 Radcliffe Rd., Croydon, 1905. [C2041]

1947 Standard 8 saloon, excellent, guaranteed; £275; payments—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1319. [C4032]

£125—1948 Standard 8 tourer, black with blue interior, £125.—Rowland Smith, 8, New Rd., 302 King St., Hammersmith, W.6. Riverside 2881. [C4028]

1939 Standard 8 saloon, one owner; recent over-haul, excellent condition; £250.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C2049]

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, in excellent condition throughout; £315.—67, Peckham Rd., London, S.E.15. Tel. Rodinet 2051. [C4025]

STANDARD 8

£100 gear box overhauled.—7 Radcliffe Rd., Croydon, 1905. [C2041]

1947 Standard 8 saloon, excellent, guaranteed; £275; payments—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1319. [C4032]

£125—1948 Standard 8 tourer, black with blue interior, £125.—Rowland Smith, 8, New Rd., 302 King St., Hammersmith, W.6. Riverside 2881. [C4028]

1939 Standard 8 saloon, one owner; recent over-haul, excellent condition; £250.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C2049]

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, in excellent condition throughout; £315.—67, Peckham Rd., London, S.E.15. Tel. Rodinet 2051. [C4025]

STANDARD 8

Spare Parts

The Autocar

STANDARD 9

225 gns.—Standard Flying 9, late 1938 de luxe saloon, black, sliding head, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD 10

£225—1938 Standard 10 saloon, one owner from new, super original condition throughout.—Haverstock Hill, N.W.3. Gulliver 2422. [7815]

95 gns.—Standard 9, late 1936 saloon, black, sliding head, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD 12

H. BEART & Co., Ltd., offer:—

1946 Standard 12hp saloon, one owner since new, outstanding value at £365, or near offer.—102, London Rd., Kingston-on-Thames. Tel. 5346. [1659]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1947 Standard 12 saloon: £425

HIGH St., Wandsworth, S.W.18. Tel. Vandkye 4433 (5 lines). [7732]

£165 £65 deposit; genuine 1938 Standard Flying 12 de luxe saloon, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1937 Standard 12hp Avon Continental coupe, engine reconditioned, exceptional mechanical order, £125; terms, exchanges.—H. Morris, The Lynch, Uxbridge 122. [C0505]

1939 Standard 12 drop head coupe, well above average condition, £265; exchanges; hire purchase.—B. & H. Morris, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020]

STANDARD 14

R USSELL MOTORS offer:—

1947 Standard 14 foursome drop head coupe, one owner, exceptional condition, 2 foglights, etc.; any trial or examination.

R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Tel. Sloane 6288. [C3060]

£395 1948 Standard 14hp saloon, black, red leather, leather upholstery, in excellent condition.

D ENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

STANDARD 14 s.s., 1946, heater, rad., etc. maintained in exceptional condition for organizing secretary, sole owner-driver; £395.—Chelmsford 5291 (home 4046). [C1024]

STANDARD 20

1936 Flying Standard 20 saloon, same engine and chassis as 2½-litre Jaguar, mechanically sound; £100-11. Garratt Lane, Wandsworth, S.W.14. Battersea 5775.

£265 !!—Magnificent value, 1938-9 Standard 20 saloon de luxe, black, leather seats and upholstery often sought after but rarely found, look like brand new drive it, it's magnificent, you must see it; 3 months' guarantee; hire purchase, exchanges.

L AMBLES, Finchley Showrooms 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052]

STANDARD VANGUARD

R AYMOND WAY.

R AYMOND WAY, of Kilburn, the hire-purchase specialists.

1949 Standard Vanguard, radio and heater; 489gns.

Hire purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

R AYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station). Bakerloo line, 150 yards.

P HILIP RICKARDS, Ltd., offer:—

1952 Standard Vanguard, black, 370 miles only.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772. [C3051]

H. F. EDWARDS & Co., Ltd., offer:—

£585 —1951 Standard Vanguard saloon, an exceptionally well-maintained one ownership car, grey and chromium with grey leather and loose covers, appearance practically indistinguishable new, always maintained by us; thorough, complete, guaranteed, terms, exchanges; hire purchase, £585.

H. F. EDWARDS, 200, Gt. Langham St., London, W.1. Langham 0012. [C1066]

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [C501/R]

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. [C1943]

STANDARD spares, all models from 1935 by return of post; genuine factory replacement engines; quote commission number when ordering.

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby Tel. 5486. [C4047/R]

STANDARD and Triumph spares and service replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath, Tel. 1666-7. [C0247]

STANDARD spares, all models from 1935; replacement units; complete overhauls, recolouring.—Puttees, Ltd., Alexandra Terrace, Guildford, Tel. 5391. [C1941]

STANDARD spares for all models; largest provincial stockists.—Holland Drake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522).

L ANKESTER ENG., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, 611. S. 5151-4. [C0286/R]

J. MOTORS, Ltd. have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent, Tel. 3456-7-8-9. [C0267/R]

SPIKINS (TWICKENHAM), Ltd., 23-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popescroft 1035-6-7. [C0544/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5906. [C002/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

1951 (Sept.) Velox, new styling, lawn. 15,000 miles, heater.—Knuckey, 63, Cedar Drive, Chichester. Tel. 4002.

1950 (June) Vauxhall Wyvern saloon, in beautiful condition, unmarked. £525.—Southwinds Smugglers' Walk, W. Worthing, Sussex. Evening Goring-by-Sea. 42151.

1949 Vauxhall Velo, black with brown leather, no mileage since complete overhaul, heater, and radio, excellent condition, only £500 o.n.o. terms. Broadway Motor Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494.

VAUXHALL Velo, black, late 1950, 15,000 miles, one owner, immaculate condition, maintained regardless of cost. 5 brand new Dunlops, heater, H.M.V. radio, economical and fast; £550 o.n.o.—Prl. 5296, after 6 p.m. (7577)

1951 (Sept.) Velo 18hp E type saloon, black, lawn interior, heater, screen washer, fog lamps, tailored seat covers, etc., genuine 10,000 miles, car almost new throughout; £775.—Robbins, East Putney. Tel. 4581.

Vauxhall Wyvern & Velo Cars Wanted

1952 Wyvern or Velo wanted privately.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 7552.

VAUXHALL 25

L. F. DOVE, Wimbledon.

1937 Vauxhall 25hp saloon, complete overhaul, exceptional condition; £165.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

VAUXHALL MISCELLANEOUS

S. SHAW & KILBURN, Ltd., for Vauxhalls.

I T is important that the car you purchase is in excellent condition throughout.

S ELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1 Grosvenor 4328. (10017/R)

H AMILTON MOTORS (LONDON), Ltd., 466-490, Edward Rd., London W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1939 Vauxhall 10, black, red leather, very good tyres and mechanically sound.

1948 Vauxhall 12, blue, brown upholstery, sunshade, roof, mechanically sound.

A LWAYS a good selection of used Vauxhalls in stock. H.M.V. cash purchase for cash all Vauxhall cars, including latest models. (C2022)

V AUXHALL and other makes of used cars in good condition. Let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge.

G RAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester 2 (Bla. 6900), always have a fine selection of pre-war Vauxhall models carrying full warranty; your inspection invited. (10283/R)

Vauxhall Miscellaneous Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. (10975/R)

S SHAW & KILBURN, Ltd., Vauxhall main dealers. WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. (10018/R)

R OWLAND SMITH'S. R OWLAND SMITH'S, the Vauxhall buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (10994/R)

A RLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Walton Cross 2760. (10812/R)

7-SEATERS private 1937/8/9 Limousines required. cash waiting Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. (W1006)

M ODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call—Golly's Garage, Ltd., 11a, Earls Court Rd., S.W.5. Tel. 0065. 10479/R.

URGENTLY required post- and pre-war Vauxhalls. cash immediately—Hamilton Motors (Ldn) Ltd., Vauxhall main dealers, 466-490, Edward Rd., London, W.2. Call, write or tel. Paddington 0022. (W2032/R)

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T RIANON.—Established over 30 years, the first with a reputation for reliability and quality workmanship, offer the undermentioned services on Vauxhall cars and vans.

T RIANON.—Exchange engines, all Vauxhall models, reconditioned units with adequate guarantees.

T RIANON.—Differential units exchange service on all Vauxhall cars and vans.

T RIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14DX, J. 25hp and BYC, JCV models, stock deliveries.

T RIANON.—Suspension units, exchange or outright sales, immediate delivery; our reconditioned units are complete with kingpins and bushes, also shock absorber overhauls, monthly guarantee, available for 10, 12 and 14hp DX and J types.

T RIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiry will be invited.

T RIANON.—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new; just received from factory.

T RIANON Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. (10137)

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuild Vauxhall-Bedford electrical components, dynamos, starters, alternators, exchanges up to 50% manufacturers' list price, radiator exchange and all other repairs to you. Vauxhall or Bedford at:

BEDFORD House, 380-388, London Rd., Croydon, Tel. Thornton Heath 3276 (14 lines). (10205/R)

BROADWAY MOTOR CO.

We specialize in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR UNITS, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 3-15, Russell Rd., Wimble-

don, S.W.19. Liberty 2494-S-6. Stores: Liberty 6368. Grams: Autospare, Wimble, London. (0635/R)

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery—137-149, Widmore Rd., Bromley Kent. Tel. Ray 3456-7-8-9. (10393/R)

VETERAN CARS

1900 De Dion Vis à Vis London-Brighton car. (2755—Box 5020).

WELHAM. Veteran Car Specialists Surbiton Hill Rd., Surbiton. Elmbridge 1875.—Buy and sell pre-1914 (10201/R)

VOLKSWAGEN

COLBORN GARAGE, Ltd.

THE Volkswagen People.—We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc., our workshops are fully equipped for all types of repairs in connection with this vehicle.

COLBORN GARAGE, Ltd. (The Volkswagen People), Ripley, Surrey. Tel. 2361. (0373/R)

V & F MONACO MOTORS.—The only Volkswagen specialists in London: Volkswagen imported and sold; service, repairs, spares.—Ja. Wetherby Mews, Earl's Court, S.W.5. Tel. 4657. (10300/R)

Volkswagen Cars Wanted

VOLKSWAGEN wanted for cash.—Valentine 2098 or (2020/R) 4674.

VOLKSWAGEN required for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Tel. Sloane 5424.

Volkswagen Spares and Service

MOONS MOTOR LTD., at 10, The David Street (Mayfair 2551) and Dene House, Welbeck 7980, branches have factory trained mechanics and offer you full service with repair and parts facilities. (10655/R)

Willys-Overland Spares and Service

JACKOLDING & CO., Ltd., Willys-Overland distributors for the United Kingdom.—8-10, North Audley St., Mayfair 5242. (83030/R)

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributor and official service station, offer the finest facilities when selling used cars.

1949 6/80 saloon, black, 20,000 miles, carefully

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 9591), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). (C10406)

NEWNHAMS, Ltd.

1951 Wolseley 6/80 saloon, green, one owner, ex-NEWNHAM House. 255-7-9, Hammersmith Rd., London W.6. Riverside 4646. (C5024)

A CRES OFFER:—

1949 Wolseley 6/80 saloon, finished in maroon with red leather upholstery, many extras including heater and radio, speedo reading 22,000 miles, undoubtedly genuine, carefully used and maintained, our price £545.

A CRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.12. Tel. Fulham Hill 1909. And at 10 & 11, Ashton Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

ELITE MOTORS OFFER:—

1938 Wolseley 14/48 4-door de luxe saloon, exceptionally well preserved condition, far above average both body and mechanically, black cellulose with blue leather interior. £225.

ELITE MOTORS, 95-101, Garratt Lane, Tooting Broadway, Tel. Balham 2474. 5 lines. (C2005)

CHARLES FOLLETT, Ltd., OFFER:—

1950 (Oct.) Wolseley 4/50 sal., beige, one owner, 9,924 miles only, really outstanding car, loose covers fitted since new. £725.

18 Berkeley St., W.1 Mayfair 2666.

OFFICIAL Les-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. (C2010)

PHILIP RICKARDS, Ltd., OFFER:—

1952 Wolseley 6/80 saloon, 5,000 miles—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/5. (C5051)

HENDON CENTRAL GARAGE, Ltd., OFFER:—

1937 Wolseley 14 saloon, one owner, since new. £225.

1938 Wolseley 18 saloon, new engine fitted 6,000 miles ago in very good condition throughout; £225. Watford Way, Hendon Central, N.W.4. Tel. Hendon 9084-5. (C2034)

T RIANON.—Established over 30 years, the first with a reputation for reliability and quality workmanship, offer the undermentioned services on Vauxhall cars and vans.

T RIANON.—Exchange engines, all Vauxhall models, reconditioned units with adequate guarantees.

T RIANON.—Differential units exchange service on all Vauxhall cars and vans.

T RIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14DX, J. 25hp and BYC, JCV models, stock deliveries.

T RIANON.—Suspension units, exchange or outright

sales, immediate delivery; our reconditioned units are complete with kingpins and bushes, also shock absorber overhauls, monthly guarantee, available for 10, 12 and 14hp DX and J types.

T RIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiry will be invited.

T RIANON.—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new; just received from factory.

T RIANON Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. (C10137)

WOLSELEY

1951 (Feb.) Wolseley 6/80 saloon, 14,000 miles, sale or exchange.—Ernest Sutton, Weybridge 690. (C4023)

1939 Wolseley 14, really nice car; £285.—Salcott Motors, 1a, Salcott Rd., S.W.11. Battersea (C4000)

BEAUTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348.

LIMOUSINE 1939 Wolseley special 7-seater, recently closed; £550, exchanges.—Lawton-Goodman, 56, North Audley St. W.1. (C2022)

£145—1938 Wolseley 18 drop head coupe, also ditto saloon, £145, terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

1950 Wolseley 6/80 black, brown leather, in excellent condition; one owner, full warranty. £625.—Haskins, Ladbrooke 1155. (C3027)

1950 (July) Wolseley 6/80, 20,000 miles, immaculate condition; £560.—Kensington 3701.—S. Hislop, 12, Lennox Gardens Mews, S.W.1. (1771)

1939 Wolseley 10 4-door saloon, remarkable condition and appearance, £295.—Bruce France, 2a, Cromwell Mews, South Kensington. Tel. 0151. (C2014)

1950 (July) Wolseley 6/80, 19,000 miles, immaculate condition; £59.—J. Davy, 180-182, Kensington High St., London, W.8. Western 9641. Kens. 1108. (C1069)

1950 (October) Wolseley 4-50 saloon, black and brown leather, small mileage, like new; £50.—Reyes Motors, Ltd., 73, Albany St., N.W.1. (17418)

1947 Wolseley 14hp de luxe saloon, bodywork unmarked, brown hide upholstery, new tyres evenings. £395.—Goring-by-Sea 42151. (C4021)

£195—1938 Wolseley 12 saloon, very good order throughout; terms £65 deposit, balance over eighteen months.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895-6. (C1033)

PRIDE & CLARKE, Ltd., 1948 Wolseley 14/60 saloon, black, brown leather, 18,000 miles, excellent £395; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C1724)

1946 (Nov.) Wolseley 12/48 saloon, black in first-class order, hyd. shock absorbers, new Zenith carburetor, 22 miles, twin tone horns, etc. can be seen Gloucester, £400.—Box 4985. (17677)

16000 miles, 1950 4/50, one owner, heater, just as new, carpets and seats always been covered. £675, terms, exchanges.—G. S. Hall, Ltd., 302, King's Rd., Hammersmith, W.6. Riverside 2881. (C2031)

£195—£65 deposit—1937 Wolseley 14/48 de luxe saloon, black brown hide, recent new engine, very clean, unrepeatable bargain.—Bray Motors, 180-184 West End Lane, N.W.8. Hampstead 6490. (C1024)

1950 model Wolseley 6/80 saloon, stone colour, heater, low mileage; £575.—Park Garage (Molesley) Ltd., Hampton Court Way, Molesley, Tel. Molesley 4371; showroom Molesley 6199. (C3037)

Wolseley 4/80 Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212. (C721)

Wolseley 6/80 Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Grosvenor 10722. (C722)

Wolseley Cars Wanted

RS OWLAND SMITH'S the Wolseley buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (C995/R)

WOLSELEY 25hp foursome drop head.—Stevens, Appleton, Godalming. Tel. 696. (17632)

WOLSELEY 18, post-war, wanted by private purchaser; details and price to—Box 4859. (17272)

BLAKES, Wolseley distributors, will purchase any Wolseley car.—110 Bold St., Liverpool 1. Tel. Royal 6622. (17737)

Wolseley Spares and Service

W. JACOBS & SON. We specialize in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.16. Wanstead 0660. (10465)

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnes 3240. (10707/R)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.1 (Flaxman 8181), for Wolseley service, complete overhauls, coachwork and reconditioned engines. (10277/R)

RHARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. (10316/R)

Miscellaneous Cars

WEST LONDON MOTOR MART offer a large selection of vehicles, mostly under £150, deposit from £5; immediate hire-purchase and insurance facilities.

WEST LONDON MOTOR MART, Ealing Rd., Green's West Rd., Brentford, Middlesex. (C5041)

NEW CARS FOR SALE

A.C. PETITE

H. F. EDWARDS & Co., Ltd., sole A.C. distributors for London, Middlesex and Surrey, invite retail and trade enquiries for the outstanding new 2-litre A.C. models (2-door saloon, 4-door saloon, drop head 5-str. coupe and Buckland sports tourer); illustrated brochures upon request; demonstrations with pleasure; sales and service.—H. F. Edwards, 200, Gt. Portland St., W.I. Langham 0012. [IN2003]

ALLARD

ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.I. 8-14, Meard St., Soho, W.I. LANGHAM 1594-5.

MAIN distributors for all Allard models.

PHONE or write for details or demonstration. [IN380/R]

DAGENHAM MOTORS, Ltd., distributors for Middlesex, Hertfordshire, Bedfordshire and Essex.—Part 1, Reg. No. 496, 374, Ealing Rd., Alperton, Middx. Perville 3588. And 8 and 12, Sangleys Rd., Cattford, S.E.6. Hither Green 4821. [IN1066]

ALVIS

SCOTLAND.

ALVIS sales, spares and service.

JAMES H. GALT, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0751/R]

CCHARLES FOLLET, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0307/R]

KINGSTON-ON-THAMES.—Alvis Sales and Service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [IN4053/R]

MANCHESTER.—Alvis main agents: sales and service—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mcr. 19. Rus. 2874-5. [IN0825/R]

ALVIS.—The new 3-litre saloon and drop head coupe are available for early delivery at the distributors and service specialists.—Arnold G. Wilson, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 44751. [IN7600]

ARMSTRONG SIDDELEY

SPACIAL offer:—

NEW, unused, unregistered, full guarantee.

ASIDDELEY Hurricane 5-seater drop head coupe finished grey with blue leather upholstery, very slightly showroom soiled; list price £1,552; our price £1,425.

ARDEN & BULL, Ltd., Old Market Place, Altringham. Tel. 2662-65. [IN7901]

PASS & JOYCE, Ltd.

LONDON and district distributors for the new distinctive Armstrong Siddeley cars.—188, Great Portland St., London, W.I. 184-188. Museum 1901. [0711/R]

HENLYS, Ltd., 1-5, Peter St., Manchester—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Blackfriars 7843. [0603/R]

FOR immediate delivery—New Armstrong Whitley saloon, finished black—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2750. [IN5678]

ASTON MARTIN

HW. MOTORS, Ltd., Main Dealers for Aston Martin in U.K.—Offer immediate delivery from stock of the DB II; orders taken for early delivery.

HW. MOTORS, Ltd., Walton-on-Thames, 2404-5-6. [IN2042]

PIPPENBROOK GARAGE.—We are officially appointed agents for Aston Martin and Lagonda cars.—London Rd., Dorking 3891. [0007]

HAROLD RADFORD & Co., Ltd. officially appointed Aston Martin retailers.—Sales and Service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [IN3047/R]

AUSTIN

CTHE CAR MART, Ltd., London Austin Distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1. Euston 1212. [IN351/R]

DJ. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Austins for immediate delivery: A70 and A50 Countryman—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631. [IN4009]

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [IN6539]

BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—135, Old Brompton Rd., S.W.7. Kensington 2466. [0710/R]

H. A. SAUNDERS (RADLETT)—Austin A40 pickup and Austin A70, colour black, immediate delivery—Tel. Radlett 5681-6. [IN4005]

L. F. DOVE, Ltd., main dealers and vehicle distributor for Austin. See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 3086. [IN0777/R]

QUICK delivery offered Austin Sheerline Limousine; A70 A70 Pick-up, A40 Convertible; also 25cwt chassis; all new.—Tel. Rotherham 3556. [IN4005]

IMEDIATE delivery of new Austin A70 Hereford saloon, finished in beige; other colour schemes by special order; list price plus purchase tax. E776/16/R. BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2466. [IN6541]

The Autocar

AUSTIN

You couldn't do better than secure your new Austin now: A50, A40, A70. Sheerline saloons available full market value for your present car subject to inspection.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gls. 2234. [IN2008]

NEW Austin A70 Hereford, beige, available for immediate delivery—Chancery Garages, Ltd., Hanger Lane Junction Western Avenue, Ealing, W.5. Tel. 3664-8. [IN1045]

PRIDE & CLARKE, Ltd.—New Austins for immediate delivery: A70 saloon and A40 sports; favourable delivery on other models.—237, Brixton Hill, S.W.2. Tel. 3664-8. [IN1045]

IMEDIATE delivery of new Austin A70 Hereford in colour black, other colours to order; price £976.16.6. Tel. Pal. 5576-7—Springfield Garage, Ltd., Southgate, N.14. [IN2008]

AUSTIN Sheerline saloon for immediate delivery any car taken in part exchange—Ross & Young, Ltd., 65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [IN3507]

DELIVERY from stock: Austin A40 sports roadster, A70 Hereford saloon, A90 Atlantic sports and Sheerline saloons; part exchanges and hire purchase arranged.—Sands of Burnham, the Austin People, Burnham, Bucks 84. [IN741]

DELIVERY Sheerline and Princess saloons 16hp hire car, A70 and A40 models, from the South London Austin Dept., Flynn & Stevens, Ltd., 57, Acton Lane, S.W.2, Brixton 1155. Repairs and service to Austin exclusively. [IN0829/R]

GARAGE SERVICE CO., Ltd., Austin Agents, for immediate delivery: Austin Hereford, black, with sliding roof; new Austin A40 10cwt van for immediate delivery—108, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [IN2019]

BENTLEY

CAR MART, Ltd.,

OFFICIAL retailers will be pleased to accept orders for future delivery for the Bentley Mark VI, with standard or special coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [IN0359/R]

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [IN0569/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Bentley and Rolls-Royce retailers.

SHOWROOMS: 1/5, Peter St., Manchester 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8. Tel. Blackfriars 2302. [IN0560/R]

RIPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Harewood 7070 (10 lines).

JACK GOLDING OF MAYFAIR. Official Bentley & Rolls-Royce Retailers. Offer a new and unregistered (name) Mark VI Bentley with Firestone & Webb owner's driver saloon coachwork for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242-5-4.

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1953 Bonds, Sharp's commercials, Minitrucks and Minivans for immediate delivery; new type Bond approximately 24 days delivery time; offers of Bond new and unregistered 1952 B type Minicars at the greatly reduced price of £285.7.8. including purchase tax; cars, motor cycles, etc., willingly taken in exchange.—Kilbridge, N.W.6. Maida Vale 6044 (20 lines). [IN850/R]

BOND MINICAR distributors; see try, pay deposit and drive away in the world's most modern motor car; all the latest models from £267.8.4. or £49.8.4 deposit, balance over 18 months; exchanges welcomed.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Tel. 6251. [IN2424/R]

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [IN6640]

FORD Anglia or Prefect, immediate delivery.—The Goldings, Park Motor Co., Ltd., Authorised Ford Dealers, London Rd., Basinstoke. Bas. 241. [IN2026]

FORD, immediate or early delivery, official Ford agents; full service facilities.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4221. [IN4035]

YOU could do better than secure your new Ford now: Analia, Prefect, Consul, Zephyr saloons available full market value for your present car subject to inspection.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gls. 2234. [IN2008]

ARTUH E. GOULD, Ltd., main Ford dealers; see: Regent St., W.1 and 8-14, Meard St., Soho, W.I. Langham 1594-5. Service: Minerva House, Chelms St., W.C.1. Museum 6073. [IN6640]

FH. PEACOCK, Ltd., main Ford dealers.—Sales and service; building, insurance 219-221, Brigham High Rd., E.W.1. Tel. 4401. 15 lines. [IN2027]

FOLKESTONE, Folkestone 51222 (2 lines). [IN003/R]

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Frazer Nash Le Mans Replica.

Tarz, Folkestone, Middle Migdale models, should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Ifforth, Hounslow 0011. [IN072/R]

HEALEY

In stock for immediate delivery:—

BRAND new 2.4-litre Healey Abbott d.h. coupe, grey with red leather upholstery, also Tickford sports saloon for quick delivery.

JC. ALEXANDER, Ltd., 190, Deansgate, Manchester 5. Tel. Deansgate 4795-6. [IN7705]

HEALEY Tickford saloon for immediate delivery; any car taken in part exchange.—Rose & Young, Ltd., 65-68 Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [IN3057]

HILLMAN

HILLMAN Minx d/b. coupe claret, new; list price £John Trig. Ltd. Esher 1234. [IN4033]

HILLMAN Minx saloon, grey/red, new; list price £John Trig. Ltd. Esher 1234. [IN4033]

BRISTOL

Anthony Crook, latest models 401 with all modifications on view now at Anthony Crook Motors, Ltd., leading distributor of Bristol cars—Caterham Hill, Surrey. Tel. 2332-3. [IN554/R]

BUICK

BUICK.—Sole concessionaires, Lendum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. [IN358/R]

CADILLAC

CADILLAC.—Sole concessionaires, Lendum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. [IN352/R]

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd., 15-14, Upper St. Martin's Lane, W.C.2, Temple Bar 5588—Distributors for London and Home Counties. [IN1027/R]

CITROËN

NEW 1955 Chrysler De Soto, actual Earls Court Show model, lavishly finished and equipped, one only available in the country, offered without restriction and subject unsold at list price: £2,945.

BROWN & WHITE (LEEDS), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [IN761]

DAIMLER

KINGSTON-ON-THAMES.—Daimler sales and service—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [IN4053/R]

DAIMLER—Coventry & Jeffs, Ltd., distributors for North Somerset, South Gloucestershire and Wiltshire; reasonable delivery; demonstrator available; inquiries welcomed.—Bristol 20091. [IN883/R]

DELAGE

SELBORNE (MAYFAIR), Ltd.—Concessionaires for G. B. Brit. Empire, U.S.A.—82 Park St., W.1. Tel. 4561/R

DELAHAYE

SELBORNE (MAYFAIR), Ltd.—Concessionaires for G. B. Brit. Empire, U.S.A.—82 Park St., W.1. Tel. 4562/R

FORD

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

NEW Ford 10cwt and Zephyr saloons available for immediate delivery.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [IN3084]

DAGENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Regent 4666, 374, Ealing Rd., Alperton, Middx. Perville 3588. And 8 and 12, Sangleys Rd., Cattford, S.E.6. Hither Green 4821. [IN1066]

OPDERS accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Tel. 6251. [IN734/R]

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [IN6640]

FORD Anglia or Prefect, immediate delivery.—The Goldings, Park Motor Co., Ltd., Authorised Ford Dealers, London Rd., Basinstoke. Bas. 241. [IN2026]

FORD, immediate or early delivery, official Ford agents; full service facilities.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4221. [IN4035]

YOU could do better than secure your new Ford now: Analia, Prefect, Consul, Zephyr saloons available full market value for your present car subject to inspection.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gls. 2234. [IN2008]

ARTUH E. GOULD, Ltd., main Ford dealers; see: Regent St., W.1 and 8-14, Meard St., Soho, W.I. Langham 1594-5. Service: Minerva House, Chelms St., W.C.1. Museum 6073. [IN6640]

FH. PEACOCK, Ltd., main Ford dealers.—Sales and service; building, insurance 219-221, Brigham High Rd., E.W.1. Tel. 4401. 15 lines. [IN2027]

FOLKESTONE, Folkestone 51222 (2 lines). [IN003/R]

FRAZER NASH

HILLMAN Minx d/b. coupe claret, new; list price £John Trig. Ltd. Esher 1234. [IN4033]

HILLMAN Minx saloon, grey/red, new; list price £John Trig. Ltd. Esher 1234. [IN4033]

NEW CARS FOR SALE

HILLMAN

NEW 1953 saloons; delivery ex stock.—Regal Garage, Ltd., 814, Old Kent Rd., S.E.15. New Cross 4966. [6573]

YOU couldn't do better than secure your new Hillman now; Minx saloons available; full market value for your present car subject to inspection.

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NEW 1953 Hillman Minx saloons and coupes; delivery ex stock; exchange and hire purchase.—R. S. Mead (Sales), Ltd., 42 Queen St., Maldenhead. Tel. Maidenhead 5431.2. [N5011]

H.R.G.

JHAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties.—Sales and Service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047/R]

NUMBER

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0532 (0412)

1953 Humber Hawk saloon; delivery ex stock.—Regal Garage, Ltd., 814, Old Kent Rd., S.E.15. [6574]

FOR early delivery of Number Super Snipe and Humber Hawk—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maidenhead 5431.2. [N5011]

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ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.I. (Grosvenor 2267.)

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MANCHESTER: 1-5, Peter St. (Blackfriars 7845.) [0155/R]

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

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DISTRIBUTORS for Jowett Javelin cars and Bradford vans; spares, sales and service.

DEmonSTRATION car available.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. Tel. Ardwick 4361. [0519/R]

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JAVELIN and Bradford main agents.

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HAROLD RADFORD & Co., Ltd., Melton Court, 8th. Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047/R]

COME to the specialists for anything Jowett.

ODEON MOTORS Ltd., Barnet, Herts. Tel. Barnet 4100. [0581/R]

DISTRIBUTORS near Guildford and Woking.

CLARKE'S OF PIRBRIGHT.

SEE under Jowett Classified. [0279/R]

JOWETT Javelin de luxe saloon, immediate delivery.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5031-2. [0409]

WIMBUSH & Co., Ltd., Headfort Place, S.W.1, offer complete service and spares for Bradford and Javelins. Service, Sloane 0156. Prompt delivery, sales Abbey 6896. [0167/R]

RED CIRCLE, Ltd.—Main agents for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906-7553. [0504/R]

KINGSTON-ON-THAMES.—Distributors for Javelin Jupiter, Bradford vans and utilities; demonstration vehicles available.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2341-2. [0405/R]

TRINITY CARS, Ltd., Jowett main agents for immediate delivery of Javelins, Jupiter and Bradfords; demonstration cars available.—94, North Side, Wandsworth Common, S.W.18. Vandkye 1166. [0405/R]

EDINBURGH.—Distributors for Jowett Javelin and Jupiter cars and Bradford commercial vehicles, up-to-date spares service, factory-trained mechanics.—Eastern Motor Co., Ltd., 52 George St., Edinburgh 2. Tel. Cen. 6294. [0289/R]

CARR BROS. GARAGES, Head Office, Brighton Rd., Purley, Surrey, offer greatest attraction on delivery; deferred payments; service after sales on any of the Jowett range; demonstrations where you want them; part exchanges.—Tel. Uplands 4811-2-3. [0275/R]

KAISER-FRAZER

KAISeR-FRAZER sales and service. Corps Diplomatic supplied for sterling prompt delivery; U.S. Service personnel supplied direct from U.S.A.; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R]

LAGONDA

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [N3047/R]

LANCHESTER

KINGSTON-ON-THAMES.—Lanchester sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2341-2. [0405/R]

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshall (Halifax), Ltd., King's Cross Rd., Hallifax. Tel. 5044. [0470/R]

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. [0045/R]

LEA-FRANCIS Birmingham and Midlands distributor.—Henry Garner, Ltd., Showrooms: 221, High St., Derriford, 12. Works: 108, Alcester Rd., Moseley 15. [0791/R]

SOUTH WALES.—Mon. main distributors for Lea-Francis products, early delivery offered.—Glanfield Lawrence, Ltd., 2, City Rd., Cardiff (Tel. 20551). [0865/R]

LINCOLN

LINCOLN CARS, Ltd., 61, West Rd., Brentford, Middlesex, have for sale immediate delivery. 1953 Lincoln Capri Fordin sedan. Mercury Monterey Fordin sedan, Ford V-8 Crestline Sunliner convertible coupe; all fitted with automatic transmission.—Tel. Ealing 4506-9. [1752]

MORGAN

W. M. WEBSTER OF CREWE.

IMEDIATE delivery, one only, 2-seater Plus Four Morgan colour red, send for full specification; total price £899 7s. 9d.

W. M. WEBSTER OF CREWE, Mill St., Crewe, Cheshire. Tel. Crewe 2081. [1759]

BASIL ROY, Ltd., Morgan distributors, orders now accepted, new Plus 4 2-seater chassis, immediate delivery.—161, Gt. Portland St., W.1. Longham 7755. [0510/R]

MORGAN Plus-Four distributors, send s.a.s. for full specification & new Plus-Four 2-seater chassis only for early delivery.—Motorsport (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018/R]

MORRIS

NEW Morris Oxford saloon, black/red interior, for immediate delivery.

COLES' GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 6195. [01054]

ORDERS accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Tel. 6251. [0735/R]

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [0641]

WARDS of Putney.—Morris main dealers, sales service and spares.—58, Felsham Rd., E.W.15. Putney 6060. [N4044]

SURREY MOTORS, Ltd., High St., Sutton.—Morris main dealers Sutton and district; spares and service.—Tel. Vic. 4444. [18015]

LANEKESTER ENGINEERING Co., Ltd., Morris Main Agents.—Complete range of new models on view.—59-43, Eden St., Kingston. Kingston 3154. [0264/R]

YOU couldn't do better than secure your new Morris now. Minor and Oxford saloons available; full market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [N2008]

NASH

NASH cars, spares and repairs through Nash Concessionaries, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5556-9. [10562/R]

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. [0882/R]

OLDSDMOBILE main dealers for London, Middlesex, Essex and adjoining County.—Ex Garages, 2, Leytonstone Rd., Leytonstone. Service Workshops and Spares Parts. 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Baywater 6626-7.) [0257/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R]

PACKARD

SOLO Concessionaires, Leonard Williams & Co. (1940) Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0750/R]

PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain) 19, Brick St., Piccadilly, W.1. May 5583. [0898/R]

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd. Pontiac Works 5, Jubilee Place, Chelsea, S.W.5. Faxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0750/R]

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

SOLO concessionaires for Porsche cars Great Britain. New cars available to Corps Diplomatic U.S. Forces and overseas visitors.—Tel. Ripley 2361. Cables: Cobutwassen London. [0352/R]

RENAULT

IMEDIATE delivery one only new Renault 750 saloon, Autowork, Ltd., Winchester. Tel. Winchester 4834.

RENAULT distributors for Birmingham.—Henry Garner, Ltd., Showrooms: 221, High St., Derriford, 12. Works: 108, Alcester Rd., Moseley 15. [0805/R]

RILEY

ROUNDABOUT offer:—

NEW Riley 1½-litre saloon, colour black with brown upholstery, immediate delivery at manufacturer's list price.

ROUNDABOUT GARAGES, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5. [03058]

1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2030. [0765/R]

RILEY

H. M. BENTLEY & PARTNERS, Ltd., Riley Retailers,

NEW 1½-litre Riley saloon, finished in metallic grey with red leather, for immediate delivery.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

YOU couldn't do better than secure your new Riley 1½-litre now. Full market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [N2008]

RILEY brand new 1½-litre saloon, black with brown upholstery, delivery ex stock; list price; part exchanges considered.—George Ace, Ltd., Tel. 3 Tenby, Pembrokeshire. [17816]

ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers, will be pleased to accept orders for future delivery for the Rolls-Royce Silver Wraith with all types of coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5454. [N1089/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Rolls-Royce and Bentleys.

SHOWROOMS: 1,5 Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8, Tel. Blackfriars 2303. [10561/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [10520 R]

JACK OLDING OF MAYFAIR, Official Rolls-Royce & Bentley Distributors, offer new Silver Wraiths for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242-5-4. [N3050]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

ROVER

HENLYS, England's Leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R]

COME to the pre-war specialists for anything Rover.

DEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [0580/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey. St. Catherine's Garage, Guildford 62907.9. [0245/R]

CROYDON—Main agents, Leathwood's Garages, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. [0063 R]

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [1642]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd. Rover dealers and parts service.—Marefair, Northampton. Tel. 4540. [0091 R]

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. [0866 R]

PLYMOUTH, S. Devon, E. Cornwall.—Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. [01091 R]

SINGER

SM 1500 Saloons and SM Roadsters. 1953 models.

DISTRIBUTORS: G. E. Lawrence (Motors), Ltd., New St. Garage, Aylesbury. Tel. 368. [0726 R]

SINGER—Birmingham and Midland distributors.

Co. Henry Garner, Ltd., Showrooms: 221, High St., Derriford 12, Works: 108, Alcester Rd., Moseley 15. [0161 R]

STANDARD

SALE, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Gto. 6085 9. [0226 R]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER immediate delivery with service on the spot; day and night garage.—Berkeley Square, London, W.1. Gto. 4343. [0840 R]

NEW Standard Vanguard, black: £794/16/8; immediate delivery.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [04005]

IMEDIATE delivery Standard Vanguard saloon, green. £794 16/8.

X L SERVICE STATION, Kingston Vale, S.W.15. Kin. 8335. [04050]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461-2. offer:—

STANDARD Vanguard, new, unregistered, immediate delivery.

NEW CARS FOR SALE

STANDARD

STEARNS & Co., Ltd., (St. George's Garage), 250, Brompton Rd., Kensington OOB. Sales and Service.

PRIDE & CLARKE, Ltd., offer immediate delivery of Vanguards; choice of colour.—237, Brixton Hill, S.W.2. Tel. 3664.5. [0745/R]

K. J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent.—137-149, Widmore Rd., Bromley, Kent. Tel. 3436-7-8-9. [0202/R]

IMEDIATE delivery Standard Vanguard; £794, terms 12 months.—Mason Bros' Showrooms, 151, Fitzwilliam St., Sheffield. Tel. 20744. [1760S]

STANDARD; immediate or early delivery; official agents; full service facilities.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Tel. 42455. [1760S]

STANDARD and Triumph (distributors in Surrey since 1911); complete range of new models on show.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 3151-8. [0402/R]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 355, Euston Rd., N.W.1. Euston 4444. Spares for all models. Hawley Cres., Camden Town. Tel. 4141. [0091/R]

SUNBEAM-TALBOT

SUNBEAM-TALBOT d.h. coupe Alpine mist; flat price.—John Trig. Ltd., Esher 1234. [04053]

IMEDIATE delivery of new Mark II Sunbeam-Talbot saloon, finished in gunmetal grey with grey leather upholstery; other colours available; special order in; price plus purchase tax.—E1 347.1/L. [0021/R]

BRUEW BROTHERS, Ltd., 183, Old Brompton Rd., S.W.7. Kensington 2468. [3931]

TRIUMPH

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER immediate delivery with service on the spot; day and night garage.—Berkeley Square, London, W.1. Tel. 4345. [10856/R]

VAUXHALL

TRIUMPH

D. J. SHEPHERD & Co. (ENFIELD), Ltd., can offer: IMMEDIATE delivery of Triumph Mayflower—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield, Hertfordshire 1651. [IN4009]

ORDERS accepted for favourable delivery.—Pride & Clarke Ltd., Stockwell Rd., S.W.9. Tel. 6251. [0741/R]

IMEDIATE delivery of Triumph Mayflower—E701—Mason Bros' Showrooms, 151, Fitzwilliam St., Sheffield. Tel. 20744. Exchanges. [1760S]

METROPOLIS GARAGES, Ltd., the Triumph agents, offer service and spare parts for all models.—1-31, Macleod Rd. (Olympia), W.14. Tel. 5385-6-7. [0599]

LANKESTER ENG. Co., Ltd. Standard & Triumph distributors; complete range of new models on show.—39-43, Eden St., Kingston. Tel. 3154. [0402/R]

VAUXHALL

VAUXHALL cars—Shaw & Kilburn, Ltd., Showrooms:—4—Berkley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]

K. J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists.—137-149, Widmore Rd., Bromley, Kent. Tel. 3436-7-8-9. [0202/R]

WOLSELEY

NEWTON OF HUDDERSFIELD

VIADUCT St., Huddersfield.

WOLSELEY area dealers.

IMEDIATE delivery of 6/80 models

[7195]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO.

VAUXHALL self-drive 1950-52 Wyvern, Velox, heater, 4-seats £7 (£19.60 U.S.) per week; winter 4-seats. £11.75 U.S.; per week; small mileage charge; alternative rates; radio, A.A.C. Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [10536/R]

MANCHESTER.—Drive yourself 1952 saloons; overseas visitors specially catered for.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16, Tel. Moss Side 1937. [0646/R]

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—S. Rear, 56, Mackenzie St., Tel. Slough 20501. [0132/R]

IRISH touring, hire it and drive it; Morris Oxford and Minor.—Shephard Motor Co., Ltd., 20, Kidderminster, Tel. 5132.

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Tel. Park 9864/5.

SELF-DRIVE hire, inclusive terms, 1952 saloons.—S. S. Hunter, 376, Kensington High St., W.14. [10458/R]

WESTON 2312.

LONTAX, Vic. 7771.2, the private chauffeur-driven car hire service; London's lowest rates.—Dolphin Square, S.W.1.

SELF-DRIVE post-war cars at competitive rates.—S. Rons, Ltd., 3, Choumert Rd., Ryde Lane, Peckham, New Cross 2103. [11745]

ZEPHYRS, Consuls, 35/- per day; A40s, Minors, 25/-; Alliance, 29, Burnt St., Edgware Rd., N.W.1. Pad. 2646-6201. [10457]

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]

WIMBLETON CAR HIRE.—Self-drive specialists.—1951 and 52 Austin A40s; and A70s from £1 a day.—Manse Rd., S.W.19. Wim 3834. [0811/R]

SELF-DRIVE 12s per week, no mileage limit; go anywhere.—C. & S. Motors, Dudden Hill Lane, Headstone, N.W.10. Gladstone 8605. [0256/R]

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars (current models).—110, Wood Vale, Forest Hill, S.E.23. [For 2452]. [10672]

A40's £10 p.w., 350 free miles; excess 6d per mile.—Truman's Garage, Arthur Court, Queen's Way, Battersea, W.2. 6415. [10596/R]

OVERSEAS tourists, modern self-drive cars may be hired from Self Motoring, Ltd., Euston Mews, Queen's Gate, S.W.7. Tel. Baywater 2229. [5567]

NEW Ford Zephyr and Prefect saloons self or chauffeur driven, from £1 per day.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.1. Mac 10561. [0091/R]

EDDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war E 8 and 10hp Fords; unlimited mileage cars delivered. Brl. 5533; 290, Milkwood Rd., Herne Hill, S.E.24. [0665/R]

DRIVE-YOURSELF hire, post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards 25, Upper High St., Epsom 9400. [12001]

SKEENEST rates, reduced charges extended periods; 50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [10051/R]

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available.—10, Epsom Station Rd., Epsom, Surrey. Tel. 4107-8-9. [10204/R]

CARS FOR HIRE

WM WELBECK MOTORS, Ltd.

FOR the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 5291 (6 lines). [M4039/R]

SUSSEX MOTORS.—Self-drive or chauffeur driven. 1951 Morris Minors, Austin 40A, Vauxhalls, Standard Vanguards, overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5023. [0589/R]

THE CENTRAL MOTOR INSTITUTE, Private Hire Department, Finchley Rd., Hampstead, N.W.3. Tel. Finchley 4000. 1951-52 Austin 40A, Vauxhall, Standard saloons, self-drive hire. Charges from £1 per day, including full insurance. Book very early to avoid disappointment. [10207/R]

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s from £1 a day to drive yourself.—12, Bourdon St., Berkeley Square, W.1. Mayfair 8629 and at 143, North End Rd., Golders Green, N.W.11. Meadow 2404. [1004/R]

30 miles per day on new cars for £1, including petrol, oil and insurance; £5 per week, 210 miles, excess miles 4d; special discounts for per diem hires.—Williams Car Hire Services, Ltd., 54, Acme Lane, S.W.2. Tel. Brixton 4011, 1, Dorking Rd., Epsom. Tel. Epsom 3901. [10802/R]

5 DAYS for £5; London's best tariff for commercial users; unlimited mileage tariff on request.—Drive Yourself, Highgate, 10, Highgate 3000. [10457/R]

FINSBURY PARK, N.4 (Can. 1151-2), 29, Grosvenor Place, Finsbury Park, S.W.1. (Slo. 9644). (Garage Chester Close). [10507/R]

OVERSEAS visitors; a fleet of 1952-5 Austin Driveyrs saloons for hire to drive yourself; send for illustrated brochure to Driveyrs Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Driveyrs saloons throughout Britain. Also available for hire in market. [10511/R]

COLLOM'S CARS for self-drive: 1951 Austin A70s and A75s; all fitted heating. A. Collooms Ltd., 122-126 Gloucester Rd., London, W.2. [10105/R]

LOWER your travel costs by hiring one of the 200 J. Davy self-drive Jaguars, Austins, Fords, from £1 a day for 20 miles then 5d a mile; radios, heaters, windscreen washers and other luxury fittings; full service for visitors to U.K. and Continent.—J. Davy, 8-9, Logan Place, Kensington, W.8 (Fer. 6000), or 215, Brumpton Rd., N.W.3. [10461]

CARR BROS. GARAGE, Ltd., offer: London, Midland, and Surrey test service; lowest rate for chauffeur-driven limousines, 1951-52, from £10 per day.—Continental trips; depots adjoining all airports, ships met; dial nearest branch Ger. 6678, Ren. 6592, Hou. 4606, Up. 4811.—Write or call The Soho Garage, 21, Soho Sq., W.1, for quotes or information. [10577/R]

DAY AND NIGHT SERVICE

A0. (Always Open) N.S. (Not Sunday)

ASHFORD Midas, Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. regis. Tel. 2676-2960. A.O. [12222/R]

BRADFORD, Yorks.—Eric S. Myers, Ltd., "No Worry" Depots, Drill Parade, Belle Vue, Bradford 25605.

ENTREPRISE GARAGE, Lansdown Place, St. John's Wood, N.W.8.—Repairs and breakdown service 24 hours—Call or phone Cunningham 1121; additional workshops now in operation. [102007]

WOLSELEY

JACK ROSE, Ltd. (Wolseley Main Agents), offer: IMMEDIATE delivery of a new 6/80 saloon.—Jack Rose, Ltd., Stamford Rd., Wallington, Surrey. Tel. Wallington 6677-7. [10306/R]

STEARNS & Co., Ltd., (St. George's Garage), 250, Brompton Rd., Kensington OOB. Sales and Service.

YOU couldn't do better than secure your new Wolseley now. 4.44 and 6/80 saloons available now; full market value for your present car subject to inspection.

FERRARI'S OF CRICKLEWOOD, Ltd., 209-220, Cricklewood Broadway, N.W.2. Gla. 2234. [10208/R]

MISCELLANEOUS CARS

NEWTON OF HUDDERSFIELD

VIADUCT St., Huddersfield.

PEUPEOT. Renault, Citroen distributors

IMEDIATE deliveries

17192

ALL participants of the new Hillman and Sunbeam-Talbot cars are available from the distributor Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 5401. [10012/R]

MARSTON MOTOR Co. for new Jaguar, Standard, Austin, Armstrong Siddeley, Triumph and Rover, full sales and service facilities; hire purchase and insurance arranged immediately.—Call, phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. St. 8000. [10173/R]

NEW CAR SPECIALISTS

AUSTIN

LONDON, S.W.2.—Prynn & Stevens, Ltd., 57, Acme Lane, Brixton 1155. Repairs and service to Austin exclusively.

LONDON, S.W.16.—Prynn & Stevens, Ltd., 14, Leigham Hall Parade, Streatham 7562. Repairs and service to Austin exclusively.

10413/R

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. [12221/R]

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the exchange specialists.

YOUR car taken as deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your car is more than that deposit we will readily refund you cash for the difference.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. [10451/R] Maidla Vale 5044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 15 yards).

ROWLAND SMITH will quote for your car in part exchange; highest allowances for motor cycles and 5-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private car and confidential; immediate delivery in approved cases; return and general maintenance; re-funded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [10997/R]

RONALD KENZIE invites you to his Motor Cycle & Car Exchange Centre, at 961, Charter Rd., Brixton, 2 miles S.W.1. Manchester, open to 8 p.m. and weekend terms if required.

XCHANGE your car for a new or used motor cycle or combination; we will give a generous allowance on your car; a deposit will secure the machine of your choice; the interest is due to you; terms over 18 months.

—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 2521. [10253/R]

EXCHANGE your car for a new or used motor cycle or combination; we will give a generous allowance on your car; a deposit will secure the machine of your choice; the interest is due to you; terms over 18 months.

—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 2521. [10253/R]

CAR RADIO

GEERS CAR RADIO, Ltd.

EKCO CR117 for medium and long.

EKCO CR61 for medium and short waves.

REPAIRS and installations of all types.

SATISFACTION and service at 56-58 Davies Mews, Davies St., London, W.1. Tel. Mayfair 6599. [0152/R]

RADIOMOBILE accredited dealers; qualified mechanics and always available for car radio repairs.

NORMAND LTD., 405-9, King St., W.1. Tel. 3665. [10222/R]

MOTOROLA world's finest motor radio; sole licensees and registered users.—World Radio, Ltd., Edgware Rd. London, N.W.2. Gladstone 4255. [10412/R]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

Business & Property Wanted

REQUIRED in West Country garage and filling station with or without cafe, living accom., essential price up to £5,000 will be paid for suitable concern. Details to Mr. G. Gladding, Salt & Wind Chartered Surveyors, 8-11, Pavilion Buildings, Brighton. Usual commission required.

SITUATIONS VACANT

The engagement of persons answering these advertisements may be made through the local office of the Ministry of Labour and National Service, etc. If the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of The Notification of Vacancies Order, 1952.

STOREKEEPER for old-established firm in South London—Box 5024. [17791]

ASSISTANT storekeeper required Ford main dealer 20 miles London—Box 5025. [17796]

RECEPTIONIST post clerk required Ford main dealer 20 miles London—Box 5026. [17797]

SMALL garage requires qualified mechanic, all-round experience.—Reply with references, Dingwall, Sandbanks, Bournemouth. [17780]

MANAGER required for motor showroom and workshop, South-east London; sound knowledge of up-to-date used car values essential.—Box 4976. [M1032]

WANTED immediately, storekeeper with knowledge of motor vehicles and car index system, vans and wagons and working conditions.—Logsdon's Garage, Ltd., Houston, Herts. Tel. 2281.

EXPERIENCED salesman, able to purchase and sell quality used cars and sell new cars, own car necessary, for the right men a good opportunity.—Brittains Ltd., Chapel Rd., Worthing 5880.

AUTO electrician, capable of carrying out all types of electrical component overhauls and complete reconditioning, on existing agreements considered.—Auto-Electrical Service, High St., Edgware, Middx. 17775

RETAIL car salesman required by Rootes Group Distributors, previous proved ability and experience desirable.—Written applications only, please, to C.M.C. (Caterham), Ltd., 59, Croydon Rd., Caterham. 16955

PROGRESSIVE East Anglian motor company, six distributor and dealer agreements (cars and commercials) and franchise for motor cycles, thorough knowledge and competent to control sales staff.

ALLOO costing clerk, conversant with mechanical and body repairs, body building and cellulosing; costs, experience, etc.—Box 4986. [17826]

STORES manager required, Ford main dealership, knowledge of Ford procedure, cars, trucks and trailers, no living accommodation offered.—Chassell Motor Co., Ltd., 47, Castle St., Hertford. [17402]

SENIOR salesman required for Nuffield products; previous experience essential. Write giving full details of present experience and salary expected.—Mr. Wadham Bros. Ltd., Morris House, The Avenue, Southampton. [17823]

Anesting job with prospects, good salary and commission awaits someone possessing enthusiasm, initiative and the necessary qualifications to operate the Scientific Diagnosis & Engine Tune Dept. of a progressive garage in Surrey.—Box 4965. [17596]

SALARIES manager required to accept full responsibility, two years' experience in London area; must be experienced in efficient promotion methods; three of "Big Six" agencies held; please state basis of remuneration, age and experience to Box 4979. [M1069]

FORD main dealers in North-West London require salesmen for the following departments: new and used cars new and used commercials; these appointments are for permanent position; salary and commission and non-contributory pensions scheme.—Write Box 4958. [17516]

EXPERIENCED motor mechanic required, capable of carrying out complete overhauls to all types of cars and light vans, for old-established business, good permanent position for a capable man.—The Yeoman Garage (Maidstone), Ltd., Ashford Rd., Bearsted, nr. Maidstone, Kent. [17522]

TWO vacancies exist with old-established automobile engineers. (1) salesman; (2) buyer; excellent salary and commission offered to man with initiative and proved record; good appearance and speech tests must be within easy reach of Croydon area.—Box 4698. [17122]

LARGE old-established firm of distributors require services of man, age around 40, for sales department; if satisfactory, directorship offered, and possibility of running entire business; genuine and unique opportunity for man of energy and keenness. Midlands district.—Apply confidentially, Box 4748. [17185]

MOTOR filters urgently wanted. Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply to Mr. J. Reynolds, Motors, Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). [M3065]

THE Car Collection Co., Ltd., require experienced women drivers for their London, Luton, Coventry and Birmingham Depots. Candidates will be required to undergo a special 2-hour driving test on cars and light commercial vehicles. Hours of work are irregular, and this will be suitable for part-time domestic use.—Apply in writing in the first instance to the Staff Manager, 7, Kendall Place, Baker St., W.1. [14276]

SALES representative required by Vauxhall, Bedford, Jaguar area dealer; applicants must be of excellent character, possess good personality and support application with highest references; the position is progressive and permanent; write, giving full details of age, past experience, salary and commission required; all communications will be treated in the strictest confidence.

EAGLE MOTORS (FARINDON), Ltd., Station Rd., Farindon, Berkshire. Tel. 2261-2. [7197]

REQUIRED, high executive for sales company, capable of controlling staff and a considerable number of branches with large stocks of special nature, must have exceptional organisational ability and sound knowledge of cost control, together with experience of modern methods of accountancy; permanent contract exceeds £1,000,000 per annum and is capable of expansion. The post offers good prospects for the right man.—Write in first instance with details of experience to Box M 607, c/o Streets, 110, Old Broad St., E.C.2. [17592]

SITUATIONS WANTED

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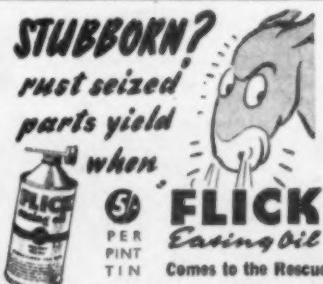
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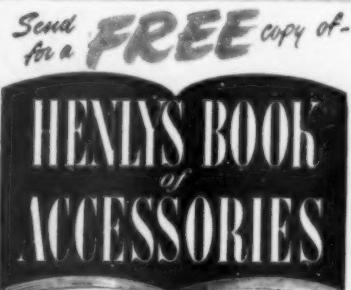
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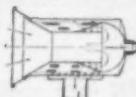
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INDEX TO ADVERTISEMENTS

	PAGE		PAGE		
A CHESON COLLOIDS, LTD.	13	Granville Chemical Co., Ltd.	72	PERRY, W. HAROLD, LTD.	36
A.F.N., Ltd.	157	Grose, James, Ltd.	12	Power Petroleum Co., Ltd.	25
Aircleaner Silencer Co., The	73			Premier Motor Policies, Ltd.	72
Alan, David, & Co., Ltd.	18				
Anglo-Iranian Oil Co., Ltd.	22				
Arcto Engineering, Ltd.	18				
Austin in London Spares & Service	14, 15				
Automotive Parts & Accessories	4				
B ATLEY, ERNEST, LTD.	18	H ALL, ROBT. H., & CO. (KENT), LTD.	72	R EGENCY COVERS, LTD.	8
Bearts of Kingston	Edit. 157	Headen, A. E., Ltd.	73	Robinson, L., & Co. (Gillingham), Ltd.	4
Birmingham Mfrs. & Traders, Ltd.	12	Henlys, Ltd.	73	Roillet, H., & Co.	72
Blanchflower (Kettering), Ltd.	16	Highbury Corner Motor Co., Ltd.	37	Rowland Smith (Motors), Ltd.	37
Bricomore, Ltd.	11	Hill, R. F., Ltd.	73	Runbaken Electrical Products	73
Broadfield Garage & Engr. Co., Ltd.	17	Holt, Douglas (Est. 1919), Ltd.	2	Rye, Claude, Ltd.	6
Browne, Gerry, Motors, Ltd.	34	Hooper & Cc. (Coachbuilders), Ltd.	3		
Brown's Garage	36			S COTT, WALTER, LTD.	36
Buckland Battery Co.	16			Shell Mex & B.P., Ltd.	21
C AMDEN MOTORS, LTD.	35	J ENKS BROS., LTD.	16	Solex, Ltd.	26
Cape Asbestos Co., Ltd.	19	Jenolite, Ltd.	6	South-Eastern Battery & Electrical Co.	73
Carr Fastener Co., Ltd.	10	J.J. Trading Co.	72	Standard Motor Co., Ltd.	Front Cover
Chloride Batteries, Ltd.	7			Standard & Triumph Sales, Ltd.	34
Collier & Collier, Ltd.	73	L ANE ACCESSORIES	10	Surrey Concrete, Ltd.	73
Conway Car Accessories, Ltd.	10	Lankester Engineering Co., Ltd.	37		
Cooden Engineering Co., Ltd.	37	Laystall Engineering Co., Ltd.	5	TANKARD & SMITH, LTD.	37
Coombs & Sons (Guildford), Ltd.	35	London Caravan Co., Ltd.	13	Timms, Reg. (Motors), Ltd.	37
Cooper & Smith	8	Lucas, Joseph, Ltd.	32	Toulmin Motors	16
Cords Piston Rings, Ltd.	72	M EASHAM MOTOR SALES ORGANISATION	9	Trinity Cars Ltd.	35
Cornercroft, Ltd.	12	Metropolitan-Vickers Electrical Co., Ltd.	6	Turner, William (Kismet), Ltd.	17
D ENHAM'S GARAGE (ESHER), LTD.	35	M.G. Car Co., Ltd.	21	Tyre Soles, Ltd.	23
E CCLES (BIRMINGHAM), LTD.	34	Millers Car Equipment	73		
Esso Petroleum Co., Ltd.	27	Minnesota Mining & Engineering Co., Ltd.	74	U NITED LUBRICANTS, LTD.	1
Everard & Co., Ltd.	72	Morris, S., & Co., Ltd.	35	University Motors, Ltd.	Edit. 158
F ERODO, LTD.	28	N ATIONAL BENZOLE CO., LTD.	29	V ANDERVELL PRODUCTS, LTD.	30
Fishel, Geo., & Co., Ltd.	72	Naylor & Root, Ltd.	36	Vokes, Ltd.	4
Pletcher Miller, Ltd.	73	Neo Electrical Industries, Ltd.	36		
Ford Motor Co., Ltd.	20	Newhams, Ltd.	36		
Fothergill & Harvey, Ltd.	Cover III	Newton, Ernest, & Co., Ltd.	18	W ALKER, J. I.	72
G AMAGE, A. W., LTD.	34	Notek Co. of Great Britain, Ltd.	8	Warwick Wright, Ltd.	33
Girling, Ltd.	Cover II	O FFORD & SONS, LTD.	Edit. 158	Way, Raymond, Motors, Ltd.	36
Glacier Metal Co., Ltd.	24			Wembley Court Motors	12
Glanfield Lawrence, Ltd.	37			Wilmot Breeden, Ltd.	Cover IV
Y					
Y OMANS, J. H., & SONS, LTD.	73				

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